

PROCRASTINATION
is bad at any time, but
where your eyes are
concerned, delay may
be injurious.

N. LAZARUS
OPHTHALMIC OPTICIAN.
25, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1845

April 21, 1920. Temperature 69

Rainfall 0.00 inch.

Humidity 65.

April 21, 191. Temperature 54.

MEILINK
SAFES
IN SIZES SUITABLE
FOR HOME OR OFFICE.
ALEX. ROSS & CO.
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No. 17,930.

三拜禮

號廿月四年二一〇九千一英

HONGKONG, WEDNESDAY, APRIL 21, 1920.

日三初月三申庚亥歲年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS,
HONG KONG-KOWLOON.

Marine and Land Engineers, Boiler-makers,
Founders, Motor Boat Builders.

HARBOUR REPAIRS CALL FLAG "L".
SOLE AGENTS FOR "KELVIN MOTORS".
Motors from 15 H.P. to 40 H.P. new in stock also spare parts.
TELEPHONES:—Works K.31; Manager K.329; Harbour Engineer K.130;
Works Supt. K.410.
TELEGRAMS:—"SEYBOURNE."

DRAGON MOTOR CAR CO.
(THE EUROPEAN GARAGE).
CARS FOR HIRE IN HONGKONG AND KOWLOON
Agents in South China for:—
Hudson, Essex, Dodge Brothers and Siddle-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.

GARAGE AT 44 DES VOEUX ROAD. TEL. 482. GARAGE AT 25, NATHAN RD. KOWLOON

WATSON'S
HYGIENOL
A powerful disinfectant, germicide
and deodorant.

Extremely economical in use; most effective in operation
Price Per Pint 50cts. Per Gallon \$2.25.

A. S. WATSON & CO., LTD.,
The Hongkong Dispensary.

We Suggest:
**BRINSMEAD
CHAPPELL,
ESTEY
CHALLEN**

For
Supreme
Tone and
Quality.

ROBINSON'S

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT.

In Casks of 275 lbs. net.
In Bags of 940 lbs. net.

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Disa Bros
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL. No. 636.

JUST ARRIVED
Ladies Trimmed and Untrimmed HATS for Summer
Latest Style.
Prices to suit all purses.
POHOMULL BROS.
TELEPHONE 2463. 25, QUEEN'S ROAD CENTRAL.

TO-DAY'S CABLES.

(Router's Service to the China Mail.)

MEXICO.

NEW YORK, April 18.
A message from Guatemala City says General Herrera, leader of the Revolutionists, heads the new government. A message from Agua Prieta says that Sonora revolutionary forces, under General Flores, have entered Culiacan.

NEW YORK, April 18.
A message from Agua Prieta says that Elias, the leader of the Revolutionaries of Sonora, declares that when the Carranza dictatorship has ended and the state of Sonora is assured of her constitutional rights she will return to the Mexican Republic.

DE VALERA HONOURED.

NEW ORLEANS, April 18.
Despite protest by the British Consul-General Wallis, De Valera has received the freedom of the city and the Doctorship of Laws of the Loyola University.

RUMANIAN PRINCE COMING FAR EAST.

BOMBAY, April 18.
The Crown Prince of Rumania is expected to arrive on April 24. He will visit Agra, Delhi, Patiala, Simla, and Calcutta, and will leave for the Far East about May 5.

THE FLIGHT TO TOKYO.

ROME, April 18.
A message from Basra, dated April 16, reports that Capt. Ranza and Lieut. Marzari, who are flying to Tokyo, have arrived there. A message from Bangkok states that Ferrarini, who is also flying to Tokyo, has arrived there.

THE PICKFORD DIVORCE.

MINDEN, NEVADA, April 18.
A suit has been filed asking that the Mary Pickford divorce be set aside on the ground of collusion between the husband, Moore, Mary Pickford and Douglas Fairbanks.

THE SPEEDONIA.

LOURNOU MARQUES, April 18.
The "Speedonia" was laden with petrol and caught fire being practically burnt out. Most of the crew took to the boats while the remainder extinguished the flames. The vessel drifted northwards and was eventually sighted off Mozambique and towed to the mouth of the Limpopo when the cable broke.

BRITISH BUDGET.

LONDON, April 19.
[Following are fragments, out of rotation, of the message appearing in the earlier telegrams. They arrived late.]
The income-tax and super-tax are to be five per cent. The death duties 7½. The above estimate of excess profits shows a surplus of ten over the reduced estimate, but a deficiency as compared with the budget estimate. This, however, is only a question of delayed payment. The stamp duties are again a record, yielding 19½ over the estimate. Miscellaneous revenue exceeded the original estimate by 71 and the October estimate by 130. Ordinary miscellaneous revenue is 9½ over the estimate. Under special miscellaneous revenue, the war contributions of India and the colonies increased by ten, due to a further payment of nine by India on account of her voluntary liability for a hundred of the five per cent. war loan, and the war contribution of the Straits, Hongkong, and Guernsey. [All the figures represent millions].

Mr. Chamberlain said he was content to see after such a war, involving such gigantic financial sacrifices, that this was our position of unexampled and unequalled strength. It was true that it involved further taxes and sacrifices which would not bring popularity to the Cabinet. He was proud that they had not sought popularity. Their object had been to rise to the level of their great responsibilities, so that when they went out of office they could leave their successors ample revenue, with the country's credit second to none. (Loud and continued applause.)

NEW ZEALAND'S GOVERNOR.

Lord Jellicoe has just been appointed Governor of New Zealand. Following so soon on his world tour when he made a special study of naval requirements and made important recommendations, his selection for this post must be taken as significant. Of the many problems now confronting the British Empire that of the Pacific is not the least. The possession of the territory taken from the Germans and its division between Japan and Australia at one time gave promise of much unpleasantness. Australasia, with its huge territory to protect, is clearly of any nation being allowed to obtain territory so close to her land where bases for the radiation of naval activities could be built. Lord Jellicoe with his great knowledge of naval affairs will be of the greatest assistance in this direction. Although he did not visit the East in his recent tour it seems a safe speculation that his appointment may make itself felt even here, for the protection of our Eastern colonies is also a matter of great interest. While, of course, there is no question of protection being needed now against a hostile power, the policy of a strong fleet in Eastern waters is one with much to commend it. Its moral effect is something more than the mere showing of the flag. The fleet becomes a symbol of the unity of the Empire and of the watchfulness of the mother country over the Colonies.

VANDALISM.

Some time ago the China Mail made a protest against the cutting down of some trees in order that a certain road might be made wider for the convenience of motor cars. Kennedy Road is now the sufferer and the despoiling of that road has been described in more than one place as sheer vandalism. Kennedy Road has long been noted as one of the prettiest walks on the lower levels. In fact it was the only place where one could escape from the nerve racking noises of the town and the everlasting screech of motors. The present work looks as if it is going to be an expensive undertaking: something after the same nature as the improvements to the corner at the Botanical Gardens the cost of which has been freely commented upon. There is much in progress in tree cutting and various excavations which do not add to beauty. There is only one question that need be asked with regard to this and that is: When will the government distribute a little largess for those who are so unfortunate as not to possess cars and cannot afford to make a habit of joy riding? What about leaving these "improvements" alone for a bit and trying to give us a few houses to live in?

EARLIER TELEGRAMS.

(Router's Service to the China Mail.)

BRITISH AIRCRAFT COMPETITION.

LONDON, April 19th.
The Air Ministry announces the inauguration of the Ministry Aircraft Competition in 1920, the objects being to ascertain the best types of aircraft which are safe, comfortable and economical and for travel regulations to be framed with a view to ensuring all-round excellence. The winning machines while preventing the success of machines exceeding in one quality only, such as speed, will also be ensuring reliability and economy in flight. The competitors will commence on August 3rd. The aeroplane class is divided into two sections: firstly, for a small type, seating six, and, secondly, a large type, seating not less than seven—both excluding the crew. The machines and engines must be constructed within the Empire, excepting secondary equipment the use of which will be penalised by deducting marks. The aeroplane class must accommodate a minimum of two, exclusive of the crew. The cash prizes amount to £24,000 and are open to British subjects.

S.O.S.

LONDON, April 17th.
The steamer *Hotham* from New York sent out an S.O.S. signal saying that she was sinking in Longitude 51 degrees 30' North and Latitude 13 degrees 45' West. A fast British destroyer has been sent out.

PROBLEM OF WORLD'S CREDIT.

LONDON, April 19th.
The International Financial Conference will be held in Brussels at the end of May. The Council of the League of Nations has invited twenty-five countries, including Australia, Canada, India, Japan, New Zealand and South Africa, to participate in the conference which is the result of the representations of the leading Bankers last January to their respective Governments requesting that a meeting be convened to examine the serious world situation. Two official replies were made to them. One by the Chancellor of the Exchequer, who expressed the willingness of the British Government to attend the conference on condition that it was understood that the Treasury would not participate in any scheme involving further large Government loans, and the second by the American Secretary of Finance, who pointed out that the American Government was opposed to further Government assistance and was unable to participate in the conference, but was willing that the Chamber of Commerce designate representatives to attend unofficially. The Council is emphasising that this is the first occasion that so many members of the League have been convened, hence the conference, while unofficial, will be largely in the character of an assembly of the League itself. It is pointed out that the above-mentioned communications from the British and American Treasuries indicate that direct Government loans will play the most subordinate part in the financial reconstruction of Europe, and the conference will mainly consider the means required to enable credit again to flow in the ordinary channels.

OBITUARY.

BALTIMORE, April, 17th.
The death is announced of the electrical financier, Mr. Theodore N. Vail.

MEXICO.

WASHINGTON, April 17th.
Mexico asked the United States for permission to move troops into American territory in order to attack Sonora from the North.

THE SAN REMO CONFERENCE.

SAN REMO, April 16th.
A communiqué issued here states that the Peace Treaty with Turkey was discussed. It was decided to summon Turkish delegates to Paris to receive the text of the Treaty on May 10th.

ROME-TO-TOKYO FLIGHT.

Rome, April 17th.
A message from Baghdad of April 13th says that the aeroplane piloted by Ranza and flying to Tokyo left for Basra. The machine piloted by Ferrarini has arrived at Bangkok.

NEW MUDHURST COLLEGE APPOINTMENT.

LONDON, April 17th.
The Rev. H. Buzo has been appointed Principal of Mudhurst College, Shanghai.

THE SITUATION IN GERMANY.

LONDON, April 19th.
In the House of Commons, Mr. Kennedy asked whether Lord Rijnart's warning to Germany to the effect that foodstuffs and raw material will be prevented from entering the country in the event of the establishment of a Communist Government, would similarly be applied to the restoration of the Hohenzollerns and the establishment of a military dictatorship in Germany. Mr. Bonar Law replied that the statement covered violent action from any quarter. Replying to Mr. Gratian Doyle, Mr. Bonar Law said that the Netherlands Government had undertaken all responsibility for the safe custody of the ex-Kaiser's person, the control of his correspondence and his relation with the outside world. They likewise, however, in a residence within the province of Utrecht. The Allies, unsuccessfully, endeavoured to induce the Netherlands to take other action. It was not proposed to use force.

BUSINESS NOTICES

SUMMER PYJAMAS

A VERY CHOICE RANGE

JUST RECEIVED

AERTEX CELLULAR AND COTELLA.

CUT FULL AND FREE EVERYWHERE. NO AS TO ENSURE PERFECT COMFORT TO THE WEARER. STOCKED EITHER WITH SHORT OR LONG LEGS. IN PLAIN WHITE OR STRIPES.	PRICES
	\$4.75 suit
	\$5.50 "
	\$6.50 "
	\$8.50 "
	\$10.50 "
	\$12.50 "
	\$13.50 "



J. T. SHAW
SPECIALIST IN MEN'S WEAR.
NEXT DOOR HONGKONG HOTEL.

Adds, Subtracts, Multiplies, Divides.

\$10.00 CALCULATOR

Compact and easy to use.

Sole Agents

BREWER & CO.,

Tel. 698.

25 Queen's Road Central.

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

FAIRALL & CO.

Are selling their entire Stock of

SHOES

FROM \$5.00 TO \$1.00

ALL SIZES.

TEL. 644.

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CALDBECK'S

MANHATTAN

VERMOUTH

GIN

COCKTAIL

CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL.

HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Orickwood, London, N. W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong

THE CHINA MAIL.

ASAHI BEER



This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

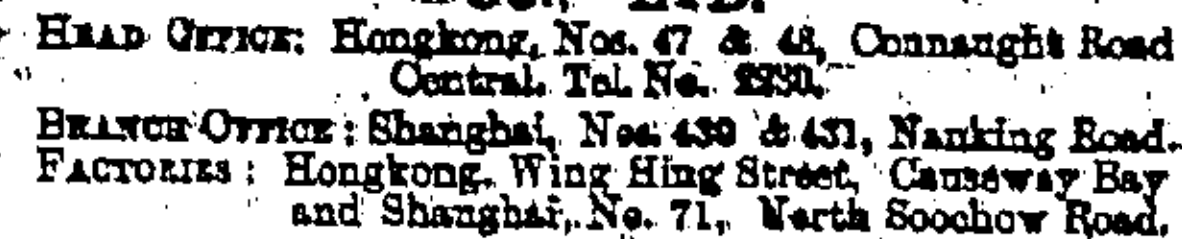
It is recalled that a few years ago it was proposed to erect a stone memorial to George Meredith on Box Hill, but the idea had to be

Turn to the details, the trade in rice has fallen off. In the corresponding quarter of last year, we imported close on 20 million dollars worth; last quarter less than 14 millions. Exports likewise, 18 million down to 13 millions. But in each case the total values show a less increase than the prices. Dividing value by number of pikuls, we get for 1918 rice cost \$74 a pikul; in 1919 \$144 a pikul as the cost of the imported article. Pepper and coffee are again coming into the market, this last quarter comparing very favourably with the corresponding quarter of 1918. Exports of tin in the quarter increased in value by ten million dollars, but the quantity decreased by 72,000 pikuls. Para rubber, as it is still described, ran up in value (exports) from 423 millions to 106; the quantities from 581,000 pikuls to 913,000 pikuls.

"G. V. W." informs his readers in the *Financial News* that he had been engaged on a little calculation, which resulted in a reminder that the cost of planting and financing new rubber in bearing had gone up very considerably, even before the war. In the early days the cost up to bearing was £30 per acre. Before the war this had increased to something like £45 per acre, and nowadays it would be fairly safe to count upon £60 per acre. We think £70 would be a safer figure. If we are to accept recently published figures of the future world's requirements it would seem the present planted acreage of nearly 3,000,000 acres will have to be doubled. To plant up such an area would take, say, £210,000,000 at a cost of £70 per acre, which is a figure that leads to much thinking. Whence can such a sum be obtained, and if it is not and the sequence is that the price of the commodity rises, what are the profits likely to be when we see what they are at 1s. per lb.?

What must be a record career is held by the P. and O. liner "Nalderna," which has just completed fitting out at Greenock, and proceeded to Glasgow to go into dry dock. The "Nalderna" was ordered more than six years ago, and she has not yet been out of the Clyde.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGGS, SPAGHETTI, VERMICELLI, or other kinds of Soup Stuffs REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Conditions, and are SOONLY DIGESTED. THE ROOSTER BRAND Macaroni Method can be easily digested by the most delicate stomachs. Large quantities have been exported to various parts of the World. Your renewed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



HOTELS AND CAFES.

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL.

J. H. TAGGART,
MAYOR.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting
European Baths and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address:—**VICTORIA**
1 WINDHILL

Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
Telephone K. 5. Telegraphic Add.: "PALACE"
J. H. O'KERRY, Proprietor.

ICE HOUSE STREET

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 48 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats.

Telegraphic Address "CARLTON." Mrs. F. E. CAMERON.

CHOCOLATES
 1416 Sweet Vanilla Chocolates 1416 pcs. @ \$1.00
 Home-Made Assorted Chocolates 1416 pcs. @ \$1.00
 Hershey's Kisses and Bonbons 1416 pcs. @ \$1.00
 California "Star" Chocolates 1416 pcs. @ \$1.00
 Mexican Chocolates 1416 pcs. @ \$1.00
COCOA
 Imperial Cocoa 1416 lbs. @ \$1.00
 "E-Z" 1416 lbs. @ \$1.00
 Diamond Brand Cocoa 1416 lbs. @ \$1.00

FRENCH LESSONS

MOVIES

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.
PROPRIETORS
"To-Kwa-Wan" Coal Storage.
Cades used
Bentley's
A. & C. 4th & 5th Editions
A 1 Telegraphic Code.
Telegraphic Address
"MEXION" HONGKONG.
PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),

THURSDAY,
April 22, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8, Des
Voeux Road, Corner of
Ice House Street—
4 Barrels Paint,
200 Cotton Quills,
200 dozens Rose Toilet Soap,
50 cases Transvaal Laundry Soap,
50 "Lanterns,
7 "Pickles,
4 "Herrings,
4 "Elastic Boot Web,
300 Dozens Toilet Soap,
35 "Turkish Toilet Soap,
45 "Parma Violet Toilet Soap,
50 "English Rose,
9 cases Carbolic Soap,
10 "Anchor Laundry Soap.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 15, 1920.

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,
April 23, 1920, commencing at 2.30 p.m.,
at their Sales Rooms,
No. 8 Des Voeux Road, Corner
of Ice House Street,
Valuable Chinese Porcelains,
Curios.

Including a large variety of 5 coloured
and 8 coloured Vases, Wall Plates, Table
Sorens, Blue and White Vases, and
Incense Burners, Old Bronze and Brass
Figures, Vases, etc., Bakemonos, Lac-
quered Ware, Ivory, Agate and Crystal
Ornaments.
The above stock recently arrived from
the North and includes pieces from the
Ming, Kungli, Kienlung and fowkwong
Periods.
The bulk of which will be sold with-
out reserve.
(Full Particulars from Catalogue).
Terms:—Cash.
On view day of sale.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 15, 1920.

(FOR ACCOUNT OF THE CONCERNED),

MONDAY,
the 26th April, 1920, at 2.30 p.m.,
at (Top Floor) No. 2 Canton Villas,
Kimberley Road, Kowloon,
SUNDY
Valuable Household Furniture,
etc.,
therein contained.
(Full Particulars from Catalogue).
including:—
Piano by Moutrie (in good condition),
Blackwood Cabinet,
and
Hand Sewing Machine.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 19, 1920.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

MONDAY,
the 26th April, 1920, at 5.30 p.m.,
at Ah King's Slipway,
The Yacht
"ERIN"
as she now lies.
Further particulars may be obtained
from the undersigned.
On view from to-day.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
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HUGHES & HOUGH,
Auctioneers.
Hongkong, April 19, 1920.

INTIMATIONS.

KOWLOON-CANTON RAILWAY.

(Barristan Section).

The public is notified that the full
train service will be resumed on Thurs-
day April 22nd.

By Order,

H. P. WINSLOW,
Manager.

Kowloon,
April 21st, 1920.

HONGKONG DOG AND POULTRY
SHOW 1920.

The FIFTH SHOW will be held by
(Kind permission of the Stewards of
the Hongkong Jockey Club) within
the enclosure at the Happy Valley on
Saturday 1st. May 1920.

Judging commences at 3 p.m.
Lady Stubbs has kindly consented
to distribute the prizes at 4.30 p.m.
Entries close 24th inst. at 7 p.m.
Entry forms for Dogs—Cats—
Poultry and Pigeons may be had from
the undersigned.

Entrance fee for Dogs \$2.00, Cats
\$1.00, Poultry 30 cents each bird
and Pigeons 30 cents per pen.

Entrance fee should accompany
form when sent in.

First and second prizes will be
given in all classes and third prizes
where there are sufficient entries, in
place of certificates as in former
years.

B. L. FROST,

Hon. Sec.
c/o E. Ex. Telegraph Co.
Connaught Road Central.

NOTICE.

ON and after the Twenty-Second
day of April, 1920, all receipts
for money received on account of the
KING EDWARD HOTEL, shall bear
the impress of the Hotel Chop, which
is circular in design bearing the
words: KING EDWARD HOTEL,
both in English and Chinese. Receipts
without this stamp chop, will not be
recognised by the Hotel authorities.

J. WITCHELL,
Manager.

REPULSE BAY HOTEL.

SPECIAL ATTRACTION

AMERICAN CABARET DANCERS
will appear
TO-DAY

WEDNESDAY, 21st April, 1920.

and

SATURDAY, 24th April, 1920.

during

TEA DANCING

and DINNER DANCE.

The following Dances will be
presented:—
1. "A Pretty Girl is like a Melody."
2. "Cocaine" to a "Rose Room"
3. "Ball Room" Fox Trot
4. "Taxi" will be played by a Jazz
"Trap Drummer"

NOTE

Owing to limited accommodation,
table bookings should be made early
either at the Hongkong Hotel Office.
(Telephone No. 32) or direct to
Repulse Bay Hotel.
(Telephone No. 881).

STEAM LAUNCH FOR SALE.

OUTLINE SPECIFICATION.

Length over all 55 feet
Breadth extreme 11' 1 inch
Depth of Hold 5' 5"
Gross Tonnage 23.01
Net Tonnage 10.27
Cylinders 6" & 13"
Stroke 9"
Boiler of Steel Round Hor-
izontal Multitubular
Diameter of Boiler 4' 6"
Length of Boiler 5' 2"
Working Pressure 125 lbs.

For further Particulars
Apply—
GORDON & COY.,
St. George's Buildings.

TAKE CARE OF YOURSELF.

If you want a clear head and good
digestion you must not let your
bowels become clogged with poisonous
waste from the body, as is always the
case when you become constipated.
Proper food, an abundance of water and
plenty of outdoor exercise should keep
your bowels regular. When that fails
you should take Chamberlain's Tablets.
They cause a gentle movement of the
bowels and are easy and pleasant to
take. For sale by all Chemists and
Storekeepers.

Two new Launches are being built
for the "WALLA-WALLA"
Mot. Phone No. 8518.

INTIMATIONS.

RUSSIAN VOLUNTEER
FLEET.

By virtue of Russian National Laws
promulgated by the former Imperial
Government and not abrogated by any
of the successive Russian Provisional
Governments, every Russian enter-
prise or company is bound to have
its Head Office or Board of Directors
within the boundaries of the State.
On the ground of these Laws, and in
conformity with the constitution of
the Russian Volunteer Fleet, the
Provisional Government—PRIMOR-
SKAYA ZEMSKAYA UPRAVA—
(The Zemstvo of the Littoral Pro-
vinces) on the 25th day of March,
1920, established the Board of Direc-
tors of the Russian Volunteer Fleet
with a temporary seat in Vladivostok
(Decree No. 167).

Mr. A. V. Prigarin, the known
Promoter of the ALL-RUSSIAN
ZEMSTVO CO-OPERATIVE ASSO-
CIATIONS, has been appointed
Chairman of the Board of Directors
of the Russian Volunteer Fleet, and
Captain D. A. Lukhmanoff, Russian
Volunteer Fleet Agent at Nagasaki,
has been nominated General Manager
of the Russian Volunteer Fleet for the
Far East, and Executive Director of
the above-mentioned Board. (Ordi-
nances of the Provisional Govern-
ment Nos. 167 and 71, dated March
25, 1920).

With the establishment of the legal
Board of Directors within Russia, the
former Board, which expatriated them-
selves, taking seat in Constantinople
and since acted arbitrarily at their own
discretion, and with unjustifiable irre-
sponsibility before the State, is de-
clared invalid by the Provisional
Government.

The right and capacity of all Rus-
sian Volunteer Fleet Representatives
abroad, acting on behalf of the above
depariated Board, would not be re-
cognized by the present legal Board at
Vladivostok, and the Russian Volun-
teer Fleet, as a National Establish-
ment, would not hold any respon-
sibility for their acts after this declara-
tion.

All banks, concerns, and individuals
standing in business connection with
the Russian Volunteer Fleet, are
hereby earnestly warned not to pay
any amounts owed by them to the
Russian Volunteer Fleet, to their Re-
presentatives not furnished with the
authorization of the Board of Directors
at Vladivostok.

All particulars concerning the
legality of the Russian Volunteer
Fleet Representatives abroad can be
obtained from the Board of Directors
at Vladivostok on application.

CAPT. D. A. LUKHMANOFF,
Executive Director of the Board.

RUSSIAN VOLUNTEER
FLEET.

TO ALL WHOM IT MAY
CONCERN.

Mr. N. D. Fedoroff, Russian Volun-
teer Fleet Agent at Tsuruga, acting
Agent for Central Japan, by virtue of
Art. 54 of the Constitution of the
Russian Volunteer Fleet, is discharged
from his office by the Board of Direc-
tors of the Russian Volunteer Fleet.

The dismissal of Mr. N. D. Fedoroff
has been legalized by the Minister of
Trade and Industry of the Provisional
Government (The Zemstvo of the
Littoral provinces).

In consequence of this, the Russian
Volunteer Fleet warns all banks, con-
cerns, and individuals against Mr. N.
D. Fedoroff's acts on behalf of the
Russian Volunteer Fleet, for which
acts the Russian Volunteer Fleet would
not bear any responsibility after this
announcement.

On all questions arising from the
contracts, agreements, obligations,
etc., already signed by Mr. N. D.
Fedoroff, as the Representative of the
Russian Volunteer Fleet, the parties
interested are invited to apply at once
to the duly authorized Executive
Director of the Board of Directors of
the Russian Volunteer Fleet, Capt.
D. A. Lukhmanoff, care of Nagasaki
Agency of the Russian Volunteer Fleet.
(Address: Oura Bund No. 4, Naga-
saki).

CAPT. D. A. LUKHMANOFF,
Executive Director,
Board of Directors of
The Russian Volunteer Fleet.

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CAPSULES

PHYSICIANS RECOMMEND THEM
FOR ALL CASES.

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working order. This complete plant
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LOST, stolen or gone astray in
Kowloon, one Bull Bitch lemon
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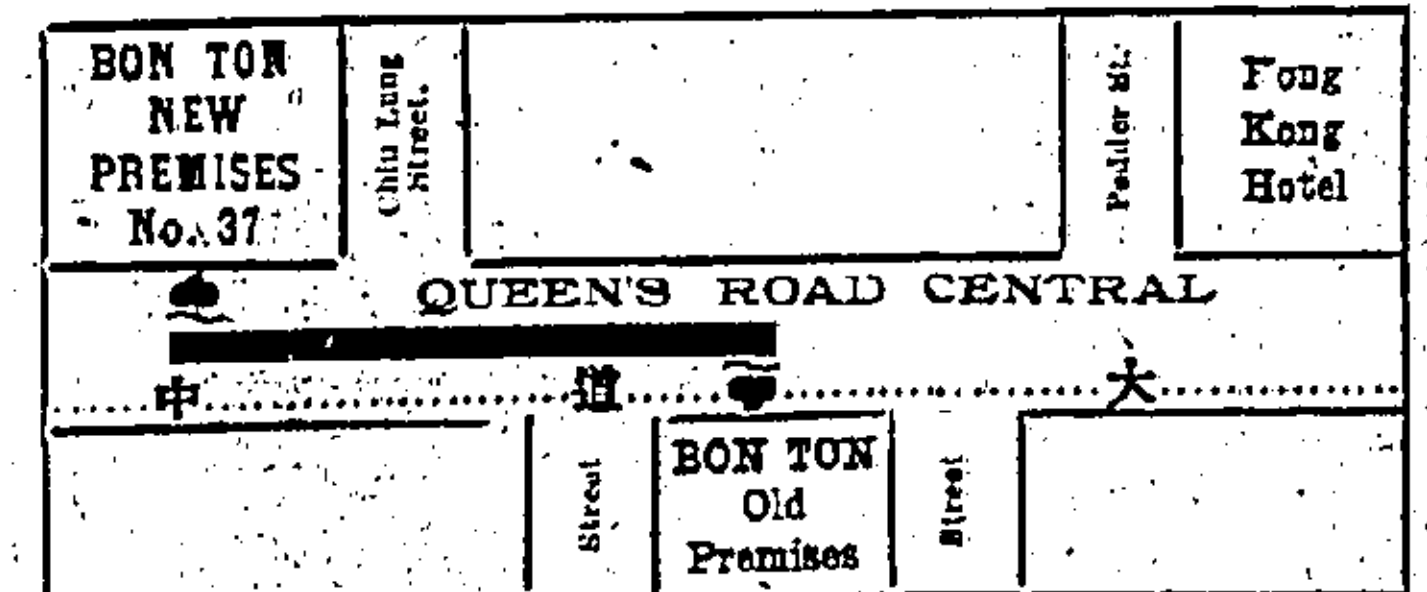
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JACK TAR
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BIRTHS.

CLARK.—On April 8, at Shanghai, to Mr. and Mrs. O. Clark, C. M. Customs, a daughter.

FIELDING.—On April 10, at Shanghai, to Mr. and Mrs. H. R. Fielding, a daughter.

MARRIAGES.

FERGUSON—HEAL.—On April 10, at Shanghai, Andrew James Ferguson, Augherard, Galway, Ireland, to Daisy Catherine, daughter of J. Heal, Shanghai.

RIELLEY—ALLAN.—On April 12, at Shanghai, Peter Calderwood Rielley, of Co. Kerry, Ireland, to Catherine, daughter of R. A. Allan, Shanghai.

DEATHS.

INGLIS.—On April 5, on board P. & O. s.s. "Mantua," of heart failure, Frances Alice Mary, the beloved wife of Mr. W. F. Inglis, Jardine, Matheson & Co., Ltd., Shanghai.

McFARLANE.—On April 9, at Shanghai, John George, husband of Mildred May McFarlane, aged 44 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, WEDNESDAY, APRIL 21, 1920.

BIOGRAPHY.

Biography, for reasons presently to be indicated, is the most fascinating form of reading. Should the reader put in a plea for history, he will be reminded that biography, when it is biography, and not the idealization that sometimes passes for it, is history. While not a model biographer, Harold Begbie has produced, through Messrs. Macmillan & Co., two copious volumes of 424, dealing with the life of William Booth, founder and "General" of the Salvation Army. These thousand closely printed pages prompt us to wonder first if the paper shortage has not been exaggerated. Why so much about this particular man? We begin to read, and forget all that. It does not matter whether one ranges a human being as important or unimportant. These things are always relative, anyway. The point is that the revelation of any real human being always has its special fascination for us. The policeman and the premier alike offer this. There, but for circumstances, go

ourselves. Every truthful biography is, as it were, a mirror, and Robert Louis Stevenson was not the only man intrigued by mirrors. The public interest in heroes and in murderers is based on the same psychological foundation. How does it feel to be you is the mute question of every approach to biography. This accounts for the perennial interest in such writings. Scandal and gossip are byproducts of a legitimate intellectual curiosity. With such views as these, we cannot share the opinion of some of the other book reviewers that Harold Begbie's work is disproportionately lengthy, since that could not be. As a matter of fact, the reader who is interested at all will be interested to the end.

Because this book, regarded as a job, has been done thoroughly. It tells us of his times as well as of his figure in them, and so has historic values and interests. Social conditions in the last century are made clearer for us as viewed from this angle. Popular interest, of course, will focus on the love letters of Booth and his wife. It so happens that the serious student must also be impressed by them; for Catherine Munford, who became Mrs. Booth, seems to have been a remarkable woman. Consider the shrewd foresight that moved her to write to him: "be aware how you indulge that dangerous element of character—ambition. Misdirected, it will be everlasting ruin to yourself and, perhaps, to me also. . . . Don't indulge in ambition to be either a revivalist or anything else. . . . Watch against mere animal excitement in your revival services." "Mere animal excitement" is a phrase that suffices to indicate her thought, though it does not express it. The pathological nature of revivalism is well brought out, whether intentionally or not, in such passages as may be found on pages 11 and 12, and elsewhere. While afterwards not averse from such methods of inducing results, General Booth introduced others, with conspicuous organizing ability, so as to make corymbant devotions popular. Some of the more excessive demonstrations he himself saw the wisdom of checking. Like countless other men, William Booth was many-sided, and it is the play of light on his various facets that makes this biography such good reading. He was a good man, and he had a good man's failings. Over and over again in this compilation of 400,000 words that reflection obtrudes, with the corollary of course, that here is an "all-too-human" character all too humanly revealed. Had Mr. Beg-

bie, as Powell's genius for insight and revelation, for unsophisticated realism, this work of his would have been assured of a place among the classical biographies. He is a hero-worshiper, but he is also a journalist, rather than a literary man, and he has one eye on circulation all the time. Yet if there be in existence one incident or fact available to illustrate the character of his hero, you may be sure of its inclusion here. "My father," said Booth, "was a Grab, a Get. He had been born in poverty, and he died in poverty. He grew very rich, because he lived without God and simply worked for money; and when he lost it all, his heart broke with it, and he died miserably. I have inherited the Grab from him. I want to get." Mr. Begbie dots the i's and crosses the t's by adding that he meant in his own case getting souls; but we know that incidentally he got other things, funds, and power—especially power. He hungered for power, and indulged his appetite. General Booth on both his parents is self-contradictory, and we are not forced to accept Mr. Begbie's explanation of that. Truth for the average man is what he happens to believe at the moment, and in this book, offered as a portrait of a hero, we really have an album of photographs of an average man. Such albums are always interesting. We do not believe the General in so saying; we promote him from the stage of unreality to the platform of science. As a god—he is a fraud: as a man he is worthy of worship. There is no real reason why a man should not tell the truth about his own father, except one, and that is the fatal one that he hasn't got it to tell. Good taste in this matter is founded, we have no doubt, on the consciousness that we are not qualified to judge. We cannot judge a contemporary intimate. How can we judge a preceding generation? When we read that General Booth's father Samuel was "a man of business, honest where the law was concerned, just in his dealings, but with little conscience in his speculations: a man rather silent, selfish, and unfriendly; in his later years not kind to children, not interested in his family; dead to culture, indifferent to society, careless of religion," we smile and make mental comparisons with the Adversaria's extravagances about our tajans. But we reflect seriously that in all probability Samuel was as good a man as William—in the eyes of God who seeth not as men and journalists see. Of his mother in one place he writes as if she had been the ideal mother—"my regret that I did not sufficiently value the treasure"—and in another he says "she had no time to attend to me." On the other hand, he naively boasts that his mother said he had "never caused her an hour's real anxiety in her life." Nearly all mothers tell that amiable fib. It is a sort of ritual. It is not at all surprising to learn that Booth in youth was affected by the horrible "Night Thoughts" of Young, about as unwholesome as anything we know in the poetry line. "The worm, the darkness, and the tomb" are not healthy subjects for youthful meditation; and it was probably good for him that his father's failure put him into business at thirteen, though he hated it. He was apprenticed to a pawnbroker. This introduced him to genuine human misery that is wholesome knowledge for every man who is to become a good citizen. Part of his antipathy to the job was nobility. He had been led to expect that he would be "a gentleman." Mr. Begbie doesn't say so; we do. The impressionable lad was "converted" by the Wesleyans, and at the same time by the Chartists, the Bolsheviks of that period. Most of the Chartist "revolutionary" requirements are now commonplace of our constitution, of course; and it is quite unnecessary to tell us that as he grew older, William Booth became more conservative. We all do that. Hot radicalism in youth; cooler heads and dwindled hopes are natural to maturer age. In the same way the "guilty conscience" of an inexperienced boy is more torturous than that it is to the older person who really has things to repent. Booth, in common with the other revivalists and the older Church, was a great believer in confession as a preliminary to a fresh start. He experienced "the instant rolling away from my heart of the guilty burden," and found peace of mind. It is regrettable that writers like Anatole France should have been so successful in proving that a precisely similar peace of mind awaits the wicked who can persuade themselves that "nothing is right or wrong but thinking makes it so." About this same adolescent period, as is quite usual, Booth mixed sacred and profane love. There was a girl, and the usual "call" started preaching at an open-air mission. He outgrew that too, and became a leader. Then there was

a following of girls. He was a romantic figure, and we have reason to believe that he was aware of it. He was very much in earnest, which is also usual at that age, and on one occasion scandalized the Wesleyan Chapel by collecting a mob of roughs and toughs and taking them into the service. He was reprimanded by the chapel authorities, who had overlooked the preference of Jesus for the highways and byways and the wreckage thereof. This led to his severance from the Wesleyans, and indirectly to the subsequent appearance of the Salvation Army. So may mistaken men serve truth, and bad men promote good, by power of reaction. Mr. Begbie thinks there is "much to be said" for the respectable dislike for the ragtag and bobtail. As it is necessary to end a newspaper article sooner than a biographer needs to end his work, we will close by quoting him. "One may be indignant about it from afar off," he says, "but to sit for hours among a company of unwashed, malodorous, and possibly diseased humanity is not an experience healthful for the body nor conducive to religious concentration."

Not to influence the reader's meditations on that passage, but merely to assist him to a perspective, there should be mentioned the other view of the "ragtag and bobtail," who believed that the diseases of our members purify our souls, and that the flesh can put on no adornment more glorious than wounds and ulcers. Lepers, and people with "running issues," and other unpleasant features, figure conspicuously in the holy narrative. Cleanliness was not always next to godliness, it would seem.

ADVERSARIA.

When Reuter MEXICO OR GUATEMALA? makes up his mind, we may get to know whether Mexico or Guatemala is the scene of the latest O. Henry revolution. First he said Sonora. Now he says repeatedly Honora. First he said Guatemala (which is a country) and now he says Guatemala city, which is a delusion, although our cable-news artist believes there is a city of that name in Mexico. There are two cities in the Republic of Guatemala, both of which are called Guatemala. One is the capital of Guatemala, and the other used to be. As for Sonoras, they are as plentiful as Senoras; they are dotted all over the map, from Panama right up to San Francisco. Isn't it fortunate that it doesn't matter?

One is always interested in what occult minds love to call the occult, and the police court story of how a married woman, which hypnotized them into following him, seemed to promise interesting revelations of Chinese ways that are dark. We are not defending the man. When the magistrate says he was "evidently a procurer," we accept it without hesitation, and approve his punishment. But our chagrin at the loss of a weird story moves us to suggest that the women were probably liars, who couldn't stick to one good story. On top of the fascinating dolls they had to add some drugged cakes and tea. That is as simple and uninteresting as a halter round the neck. We lose interest in them.

The Chinese have celebrated the spring festival, and "spring has come up on deck. One might almost go so far as to say that the octopus of spring has got its tentacles around every feature of Hongkong. The trees have shining faces, as if they had used somebody's soap, and young men are polite to females on trams. The birds' songs resound with melody, and on the greenward of Happy Valley magpies strut to and fro, as well as from to, busily picking up the crop of false teeth. Spring is here, and the beer of life has a head on it.

Are we confronted with a sort of political sabotage? The gang of politicians at present maladministering our native land are, as everybody knows, under notice to quit, and they seem to be doing their worst before departing for the wilderness. Postage is to be dearer—thus busting Henrick Heaton's patriotic dream of an imperial penny post—and (in quite modest type) "the Land Value Duties will be repealed as unworkable." Sixpenny telegrams will cost a bob, and the telegraphists' wages will not be doubled. Tobacco gets it in the neck, with preferential rebates on the unworkable sorts, while the income tax steps at six shillings. The exemption limit for married men will be £250; for those unmarried, £150. To marry or not to marry is now the question. "If I marry," says the bachelor, "I save £30 a year." Can

I maintain a wife on £30 a year? Only if she consents to be kept in a hatch at the bottom of the garden, and led on lettuce and bran. What right-minded woman will consent? Echo answers that Austen Chamberlain M.G.

Nothing could be handed over more open and straight, than the letter to-day in which Mr. Pollock of the Constitutional Reform Association hands over due credit to Mr. Fletcher for his work in getting the Government scheme of financing home builders started. It was really hardly necessary, for if there ever was a government servant earning and enjoying the praise of everybody, that one would be Mr. Fletcher. Meanwhile, when credit is being allocated, don't forget that the China Mail has done more than its bit. Bouquets may be left downstairs. Boxes of cigars, jewelry and money should be sent upstairs.

Assume that you have set out to prove a general proposition. Make a list of every specific example and case in point known to you, including even the doubtful ones. Incorporate these, seriatim, in the text of your argument, and then start a new sentence with a "but," thus—"But why multiply examples?" Your readers will imagine that you had tons more, and will be strongly impressed.

Public sympathy up north seems to be wholly with Mr. Wyatt of the C.M.C., who was dismissed by Sir Francis Aglen because he would not disclose the names of the customs men who had formed a Guild at Shanghai. The N.C. Daily News hopes he will be reinstated, and says: "In such controversies there must be a leader, and the circumstances of the case often give that leader an appearance of greater responsibility than he really holds. We believe there is very good ground for saying that Mr. Wyatt is in no sense whatever an agitator or fomenter of discord and revolt. He holds an absolutely unblemished record for good, honest service in the Customs and is personally liked by his superior officers. To a large extent, circumstances thrust him into a prominence in which his obstinacy was in some respects actually a credit to him as a man and for which many would be glad to thank that he was not made to suffer. The China Mail goes so far as to say that Aglen should never have got Hart's job."

By some unfortunate MORAL coincidence, Moral Welfare Committees always seem to gather together nasty minded and quite unfair types of people. The Shanghai Moral Welfare Society has just put its foot into it, by issuing a report containing a remark grossly and blatantly insulting the Portuguese and Eurasian women up there. A heated correspondence in the Shanghai papers shows that it was resented, and well shown up. Sexual pathology shows that there are two main outlets for pornographic inclinations. One is indulgence in vice. The other is indulgence in this form of "moral welfare" work. It is becoming known now that both are alike symptomatic. Verb. sap.

"DIRECTORY AND CHRONICLE."

After all, there is only one directory on the China Coast. Others are mentioned, and sporadically used, but the book that everybody out here knows and regards as an indispensable article of desk furniture is the Directory and Chronicle published at the Daily Press office. One is started on looking at the title page of the 1920 edition to observe that it is the 58th annual appearance. It has become so familiar a thing that we have become accustomed to take it for granted, and to overlook the fact that human hands and brains are still constantly at work on it. The Chinese Parliament was inaugurated on April 20, 1913. The chronicle part of the work reminds us of things like that. The directory part, and the descriptions of the places in the Far East, with statistics, have been brought up to date as usual. Merely to enumerate the contents of these 1600 pages would require much space. If there be any truth in the saying that good wine needs no bush, it must follow that the Directory and Chronicle needs no boosting. It is enough to say that it continues to be itself.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unusual looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 9½d.

The Hon. Mr. H. E. Pollock leaves on May 6th on holiday for five months.

One case of smallpox, one of diphtheria, and one of cerebro-spinal fever, all fatal—that is to-day's return.

The China Mail is officially notified that the Peak Tramway Company has now resumed the full service of trams.

A little over \$100 was realized from the Jumble Sale held in the Union Church Hall yesterday afternoon, in aid of the National Orphan Homes of Scotland.

The newly formed Motor Cycle Club in Shanghai has received a silver trophy worth \$500 from Mr. E. B. Rodgers of Yokohama the manufacturer of the Rodgers motor cycles.

The Directors of the Hankow Canton railway announced an increase in the pay of the employees by the sum of \$10 a month beginning from the 1st instant. Not unnaturally, this news gave rise to great rejoicing.

Consignees are reminded that cargo which arrived per s.s. "Colombia," Pacific Mail Steamship Company, and which is not taken delivery of to-day will be subject to rent. Undelivered cargo is in store at the Company's Godowns at West Point.

The N. C. Daily News understands that the articles of association of the Sino-Italian shipping company have now been drawn up, and efforts are being made to secure a suitable site in Shanghai for the necessary buildings.

A new District Grand Master for the American Masons of Shanghai was installed on the 10th inst., in the person of Rt. Wor. Bro. John R. Bykes. The ceremony was largely attended by the English, Scottish, Irish and American constitutions, the new D. G. M. receiving general congratulations.

The Directors of the Shanghai Gas Co., Ltd., have decided to recommend payment of a dividend for 1919 of Tls. 2.00 per share, being at the rate of 4 per cent. on the paid up capital, and that Tls. 142,455.46 be written off for depreciation of buildings, plant and stocks of fittings, and Tls. 18,945.58 carried forward to next account.

The s.s. "West Niger," Pacific Mail Steamship Company, is landing all undelivered cargo for Hongkong for storage in the Company's Godowns at West Point. Import permits are necessary before Bills of Lading can be counter-signed. Broken, chafed and damaged goods will be examined to-morrow, the 21st instant, at 10 a.m. Rent will be charged on all goods remaining undelivered after to-morrow, April 22.

The case in which a Punch and Judy showman was charged before Mr. N. L. Smith with harbouring three married women without the consent of their husbands, was concluded yesterday afternoon. There was a new development in the case, when in the course of their evidence, in which they described how they were, as already reported in the China Mail on the occasion of the first hearing, strangely influenced by some dolls the defendant gave them to carry, they alleged that the defendant gave them some cakes and tea which were drugged. The drug had the effect of making them follow the defendant to Yumai, where, after keeping them in a village for a few days, he took two of them to Saikong with the intent of selling them into brothels. The defendant's arrest was brought about by the third woman, who escaping from her prison, went to the Police Station, where she told her story. The Magistrate said the defendant was evidently a procurer. He convicted the defendant and fined him \$200, or, in default, six months' hard labour.

CORRESPONDENCE.

GRANTS OF GOVERNMENT LOANS FOR BUILDING.

[To the Editor of the "China Mail"]

Sir,—It would give me the greatest possible regret if anything, which I either said or left unsaid at the recent Meeting of the Constitutional Reform Association, seemed to deprive the present Colonial Secretary, the Honourable Mr. A. G. M. Fletcher, of even the smallest share of the enormous credit which is due to him for having pressed forward the subject of grants of Government Loans for Building.

Mr. Fletcher has been hard at work on the above subject for some considerable time past and was undoubtedly in the field before the Association.

Yours faithfully,

H. E. POLLOCK.

"WALLA-WALLA" LAUNCHES.

Phone No. 3516.

HONGKONG AND AVIATION.

A CLUB FORMED.

The meeting called by the Hongkong General Chamber of Commerce for the purpose of considering the formation of an Aviation Club in the Colony was not very largely attended. It took place in the Chamber of Commerce Room, Chartered Bank building, the Hon. Mr. P. H. Holyoak presiding, supported by Messrs. E. V. D. Parr, A. O. Lang, J. A. Plummer, C. H. P. Hay, G. M. Dodwell, and E. A. M. Williams (Secretary). Hon. Mr. H. E. Pollock was present. The Chairman said it would be in the recollection of all that on the occasion of the visit of the American Aerial Commission in February last, a meeting was held on February 3, in the City Hall at which the following resolution was unanimously and enthusiastically adopted: "That an Aviation Club should be formed as soon as possible, and in consequence of which yesterday's meeting had been called. He was not prepared to say, nor was he qualified to do so, what probability there was in the near future of commercial flying becoming a paying proposition, nor whether the developments will come upon the lines of aircraft or seaplanes, in these parts, which, to the layman, seemed more probable, but he did say that starting developments were so imminent that it behooved them to prepare for them by forming such a Club as that for which the meeting was called. One had already been formed in Shanghai and he expressed that it would not be long before they were linked all along the coast of China. It was obvious that in any defence scheme of the future in connection with this Colony aircraft must play no small part, and in addition to that there would be increasing attempts to demonstrate in the near future the possibility of circulating the globe, including Hongkong en route. One such attempt had already been organised by America, called the First Aerial Derby Round the World; which, he believed, included Hongkong as a port of call. Nor did it need any considerable stretch of imagination to realise the immense commercial possibilities of flying between here and Canton and between here and Shanghai. The practicable possibility of using aircraft for mail purposes and for the conveyance of fairly heavy material was so amply demonstrated during the recent railway strike in England (and he himself witnessed a great deal of what was done) that it brought it not only within the realm of practical possibility but also of imminent realisation, and it seemed to him that it was quite within reasonable probability, granting that they were prepared to pay what extra cost might be demanded for the rapid conveyance of mails, between here and Shanghai particularly, to make the commercial proposition a paying one; and the possibility of communication between here and Shanghai by passenger flight in twelve or fourteen hours made it also a question which was seriously engaging attention. Because of all this it was desirable that there should be formed an Association or Club consisting of men in this Colony who were pilots or flight commanders and who had had practical experience of flying on the different fronts during the war and were now stationed here or resident here, who by their association with a Club would be known and able to assist the Government by giving practical advice on flying and who, by reason of their association, would also be able to organise such preparations as would be necessary from time to time in connection with flights round the world. For that reason the Chamber had called the meeting, in the hope that some practical result might follow. It was perfectly evident to anyone who followed the labours of the Chamber and the work done by it that it would be impossible for the Chamber to further this scheme. The Chamber was merely a practical means for bringing the men together, with the idea of forming the Club, and if the Chamber could render practical assistance it would be glad to do so. He suggested therefore that those present should select a committee which would organise a Club as suggested and from that proceed to practical results. He suggested that they name from amongst their number, or even from amongst those not present but whom they knew of, a number of names to form the practical committee, and that that committee should elect its own chairman and so proceed to the formation of the Club. The following names were then suggested and were approved:—Capt. T. Arthur (Convener), Messrs. Langley, Turner, Chatham, Farwell, Burnie, and R. M. Smith.

There were no further nominations and the Chairman suggested that those who had been elected to the committee should proceed to their numbers as soon as possible, and that they should elect their own Secretary. He had in his possession a copy of the rules of the New York Club, which he would be pleased to hand over for their consideration. The meeting terminated with approval.

SPECIAL CABLE.

AERONAUTICS.

[China Mail Special.]

SINGAPORE, April, 20.
F. Masiero, flying to Tokyo, left Ubon for Hanoi on Saturday. Ferrarin has left Bangkok for Ubon.

LOCAL AVIATION.

The meeting called by the Chamber of Commerce to inaugurate an Aviation Club in Hongkong was not exactly an enthusiastic affair. The attendance was small and the meeting really resolved itself into listening to a short speech by the Hon. Mr. P. H. Ho, and the putting forward of a few names to act as a committee to do the practical work of forming the Club. In spite of the fact that much is looked for in the commercial world from aviation, the Chamber is not to father the scheme; but has promised to give any assistance it can. No hint was given as to the direction in which the new Club will put forth its energies. The most practical thing to do from a layman's point of view would be to get busy on the matter of landing grounds for land machines and to choose some sheltered bay for harbouring the seaplanes. We cannot yet expect to have a flight of aeroplanes here to escort adventures on their way, as it is reported, was done in Siam, but the Club could do useful work in getting matters so far advanced that all would be ready and convenient for any aviators who happened to land here. The Club should endeavour to make itself felt as the organisation to which aviators would turn for information about supplies of gasoline, weather conditions and means of repair work. With regard to a service of commercial aeroplanes in this part of the world, we must not be too optimistic, although the *China Mail* would be glad to see such a service inaugurated as anyone else. When Sir Arthur Brown was here, this paper secured an interview with him and the point he most emphasised was that it was a matter of pounds shillings and pence. He told the Chamber of Commerce the same thing when he addressed them at the time they met to listen to members of the commission organising the First Aerial Derby round the world. Before any company will embark on such an enterprise it must be sure that it is going to pay, after the seekers for a new sensation have had their joy rides. There is also the question of mails. A company would require an assurance of a very considerable mail to induce it to open up a service. It seems that any scheme of commercial aviation will have to come from private enterprise. It is hardly likely that our Government will start the project, although it might be persuaded to give facilities. The new club might with profit commence an enquiry into the possibilities of business out here, the number of passengers likely to be carried, and the amount of mail, particularly of small packages of considerable value. If once such an enquiry proved that there was the prospect of making out a paying proposition, it is safe to assume that some British company would speedily interest itself in the matter. To prepare for the men on long flights, which may be described as of a more or less experimental nature, may be a good thing in its way. In fact, it is only right that the Colony should do something in this way, but it must be remembered that a single swallow doesn't make a summer, and a few stray aeroplanes won't make an aerial service. Get down to business and see what there is actually to be done. Another suggestion that might be made to the new committee is that it should try to come to some working arrangement with the Automobile Association as that seems but a natural thing to do. It might be that the co-opting of a few of the Association's officials on the committee of the Aviation Club would be a useful step. These suggestions are merely put forward in an endeavour to help on the movement, but in the meantime, let warning be issued against the too optimistic. Always remember that it's a matter of money.

The Philippines Council of State has authorised the Secretary of the Finance Department to solve the present monetary shortage by the issuance of temporary paper money. This will be discontinued when the bills ordered by the Philippine National Bank in the United States arrive in Manila.

At Holy Trinity Cathedral, Shanghai, on the 10th, inst., were married Mr. J. S. Hay, fourth son of Mr. and Mrs. Hay, of Bracknell, Berks., and Miss Maude Pauline Richardson, daughter of Dr. and Mrs. Alan Richardson, of Victoria, B. C. The bridegroom, after retiring from the army with the rank of Lieut.-Colonel, has accepted a commission in the Shanghai Volunteer Artillery. The men of this unit formed a guard of honour and drew the bride carriage.

SUGAR FLUTTER.

It is reported that local sugar people—not our usual victim this time, not the firm you are thinking of—have purchased for America eight lakhs worth of sugar.

There is quite a flutter in the sugar market. Because we cannot find out any more than that, and because we want to make it look like a real news story, we append the latest market report from Sourabaya, where sugar millionaires are made every other day.

SOUBABAYA, April 8.
Since our last report of the 31st March, the market has continually advanced in spite of the intervening Easter holidays, owing chiefly to the rapid rise in Cubans and the continued strong demand from America and Europe. The new estimate for 1919-1920 Cuban crop is reported to be only 4,000,000 tons instead of the previous estimate of 4,300,000 tons. Considerable quantities were purchased during the past week by the European exporters both for Europe and America, the Japanese being the chief sellers.

The demand continues still and the market closes with an upward tendency.

Quotations are as follows:—
Whites Browns
June £42.50 £39.—
July Aug. 40.25 38.— buyers with no sellers.

CROP 1919.
Small parcels changed hands at £44.— per picul. There are now buyers at £45.— per picul April with no sellers.

CRIMINAL SESSIONS.

The Criminal Sessions were concluded before Mr. Justice Gompertz, Acting Chief Justice, in the Supreme Court yesterday.

ASSAULT WITH INTENT TO ROB.
In the case in which three Chinamen were indicted for assault with intent to rob and for common assault at Kowloon on March 22, the first prisoner, Lui Fuk, who was also charged with the possession of a revolver and ammunition without a licence, declared that the charge was a false one, and asserted that the revolver was not his property. The second prisoner said that he was arrested and forced into making a confession. The third prisoner averred that on the day of the robbery he arrived from Taipo and was arrested while prosecuting inquiries about a friend, whom he had found dead.

All three accused were found guilty of assault with intent to rob, and were each sentenced to ten years' hard labour.

NOT GUILTY.
A verdict of not guilty was returned in the case of an old Chinaman named Lo Pak Yin who strongly denied a charge of having, on March 21, at Kowloon, attempted to poison his daughter-in-law by placing arsenic in a water jar from which he hoped her to drink. The old man declared that the case was trumped up against him by his daughter-in-law because she was angry with him.

AN ABSENTEE WARDER.

At the Magistracy this morning, before Mr. N. L. Smith, William Robinson was charged that he having been duly engaged and bound to serve as a Jail Warder, at the Victoria Jail, on the 3rd February, 1920, on 12 months' probation, did, on the 15th of April, unlawfully absent himself from duty, contrary to the regulations set down in the Jail Ordinance.

The defendant admitted the charge. The Hon. Mr. E. D. C. Wolfe, C.S.P., said the defendant was locally engaged on probation, on the 3rd February this year, and absented himself from duty on the 15th inst. He (the C.S.P.) did not wish to press the charge, but he would like to point out, that he thought the case was one which called for some sort of punishment, in view of the fact that the defendant was absent for five days, and had given the jail officials and the Police a lot of trouble in tracing him to Canton where he was arrested yesterday. While some sort of penalty was called for, he, in view of the fact that the defendant would undoubtedly be dealt with departmentally, did not propose to ask his Worship to impose a heavy penalty.

His Worship (to the defendant): You have been in the Forces?—Yes, sir.

Mr. Smith: You must realise that it is a serious offence to absent yourself from duty for five days.

The defendant: I quite realize that, sir, but I would like to say that I have been gassed and have suffered from shell shock "out there," and now, whenever I take a couple of glasses of whisky, it goes to my head, and then, I do not know what I am doing. \$25 fine, or, in default, one month's hard labour.

The Governor General of the Philippines has been authorised to float bonds to the amount of P12,000,000 in the United States, the funds to be used for the improvement of Manila Harbour.

SUPREME COURT.

IMPORTANT PROBATE CASE.

In the Supreme Court this morning an important probate action was commenced before the Acting Chief Justice, Mr. Justice Gompertz.

Mr. Eldon Potter, with Mr. F. C. Jenkin, instructed by Mr. M. W. Lo, appeared for the plaintiff, and the Hon. Mr. E. H. Sharp, K.C., with Mr. C. G. Alabaster, instructed by Messrs. Wilkinson and Gris, appeared for the defendant.

Mr. Potter, in opening the case for the plaintiff, Ho Cheng Shi, said that the claim was made by the plaintiff as administratrix of the estate of Ho Wo Lam, deceased, for an account of the testator's share in the Wah Kee, a firm in Hongkong. Counsel then read the statement of claim, filed on December 13 1913, in which it was stated that plaintiff was the widow and administratrix of the estate of Ho Wo Lam, alias Ho Wan Ping, who died in Victoria in 1897. Plaintiff resided at No. 15 Queen Victoria Street, and defendant at No. 2 A. Park Road, Victoria.

Defendant carried on a theatrical business in Victoria. In the year 1878 Ho Wah Sang, alias Ho Tsun Lam, started a theatrical business in Hongkong under the name of Wah Kee and in Canton under the name of Po Cheong. Ho Wo Sam and the defendant were subsequently admitted as partners in the business. Since the death of Ho Wo Sam, who managed the Wah Kee firm until his death, the management of the Wah Kee and the Po Cheong had been in the hands of the defendant, and during his management he had acquired certain leasehold properties and business with the assets of the Wah Kee. In November of 1902 Ho Shau Yan, an infant, was posthumously adopted as the son and heir of the late Ho Wo Lam, and was now about 15 years of age. Since the death of Ho Wo Lam, defendant had rendered no account of the deceased's share in the business. The plaintiff, therefore, claimed an account of the share of Ho Wo Lam in the business, payment of amounts found due, costs of the action, further or other relief. The claim before the Court that morning, continued Mr. Potter, was a claim for an account of the Wah Kee firm, and no application had ever been made to strike out that claim or to stay it on the ground that it was also the Canton firm, in respect of which no application was being made, as it was outside the jurisdiction of the Supreme Court of Hongkong, by which plaintiff had been appointed administratrix. "I think," said Mr. Potter, "that the first issue which your Lordship will have to decide is that which appears to us to be raised by the paragraph in the amended defence dealing with our statement of claim in which they say that the office in Canton was and is the head office, and that the Wah Kee was not a different firm but merely a branch of the business carried on in Hongkong. The issue which I submit your Lordship will have to decide is this:—Where was the business of the Wah Kee carried on? If it was carried on in England it would be an English business, if in India, and Indian business, and we wish to submit on the facts that there is no doubt that this business is carried on in Hongkong and is a Hongkong business. We say that the Wah Kee is a Hongkong firm, and always has been. If it is, we say that the plaintiff, as administratrix of an admitted partner in the firm, is entitled to an account of his share."

After touching upon the legal aspect of the case, Mr. Potter said that a considerable portion of the evidence upon which his side relied consisted of statements made by the defendant himself in two other actions, and quoted authorities to show that any statements made by the defendant were inadmissible against him in evidence at any time.

The case is proceeding, and will not be concluded for several days.

TOO MANY WOMEN?

It is a somewhat chastening thought that in the event of the Labour Party securing its way concerning the age of women voters the gentler will become also the ruling sex in the United Kingdom. Enquiries suggest that "the female preponderance has caused the best women, both intellectually and physically, to enter commercial life." "In ancient Egypt," it is declared, "woman was the supreme creature. Maybe, it will be the same in future England." The *Globe* quotes the following table to show the increase of the population of England and Wales for sixty years, up to the last census:—

	Males.	Females.
1851	8,781,225	9,145,384
1861	9,776,259	10,289,965
1871	11,058,934	11,653,832
1881	12,639,902	13,334,537
1891	14,060,401	14,942,124
1901	15,728,613	16,799,230
1911	17,445,608	18,624,684

Since 1851 the proportion of women to men has increased from 1,042 women to every thousand men, to 1,068 per thousand at the last census.

TO-DAY'S ADVERTISEMENTS.

"BEN" LINE OF STEAMERS.

From ANTWERP, LEITH & STRAIT.

THE Steamship

"BENLEUCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 7th May, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, April 21, 1920.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction

ON

WEDNESDAY, April 28, 1920, commencing at 2.30 p.m.

At No. 65, Wyndham Street.

A Quantity of

Valuable Household Furniture.

Comprising:—

Teak batstand, plush covered couch and armchairs, lady's toilet black-wood desks, teak card table, easy chairs, marble top console table with bevelled mirrors, fancy electric lamps, electric ceiling fans, fancy carved desks and mirrors, porcelain figures, Japanese silk embroidered screens, engravings, white lace curtains, carpets, etc., etc.

Teak extension dining table and chairs, teak sideboard with bevelled mirror, teak dinner waggons, teak ice chest, teak bookcase, occasional tables, brass fenders, dinner service, glass and electro-plated ware, teak overmantels with bevelled mirrors, electric fittings, etc., etc.

Double brass bedsteads, single and double teak wardrobes with bevelled glass doors, teak dressing tables, marble top washstands, double toilet sets, box couch, etc., etc.

Also

1 Cottage Piano by John Brinsmead and Sons

1 Enamelled bath.

LAMBERT BROS., Auctioneers.

Hongkong, April 21, 1920.

TO-DAY'S ADVERTISEMENTS.

TO LET.

TO LET:—Furnished Rooms, in Kowloon, Apply to P.O. Box 221.

WANTED.

STENOGRAPHER WANTED, must be thoroughly trained and efficient. Apply after 5 p.m. Northwest Trading Company Ltd., Hotel Mansions, Present.

PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),

ON

SATURDAY,

April 24, 1920, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

4 Barrels Paint,

200 Cotton Quilts,

200 dozens Rose Toilet Soap,

50 cases Transval Laundry Soap,

55 " Lanterns,

7 " Pickles,

4 " Herrings,

4 " Elastic Boot Web,

300 dozens Valet Toilet Soap,

35 " Turkish Toilet Soap,

45 " Parma Violet Toilet Soap,

50 " English Rose

9 cases Carbolic Soap,

10 " Anchor Laundry Soap.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, April 21, 1920.

(For Account of the Concerned),

ON

TUESDAY,

April 27, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street.

A Small Consignment of

WHITE GOODS, &c., &c.,

Comprising:—

Pillow Cases, White Satin Quilts,

Turkish Towels, Bath Towels, Bath

Sheets, Double Bed Sheets, Battenberg

and Drawnwork Bedspreads, Table

Covers, Crochet and Drawn work

Dollies, Table Cloths, Linen Damask

Serviceettes.

Also

A few lots of Bellow Valises, Kit

Bags, Suit Cases, and Attache Cases.

And

Two Pairs Prismatic Binoculars.

(All new goods and in small lots.)

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, April 21, 1920.

FRIDAY,

the 30th April, 1920, at 2.30 p.m., at his residence St. Paul's College.

SECRET

Valuable Household Furniture,

&c., &c., &c.

therein contained,

consisting of:—

Hallstand, Teakwood Roll-top Desk,

Writing Tables, Chesterfield Sofas and

Arm-chairs, Large Glass-fronted Book-

cases, Teakwood Sideboard, and Dining

Chairs, Extension Dining Table, Carpets

and Rugs, Sundry Glassware, Crockery

and Pictures.

English made Twin Beds, Teakwood

Bedroom Suite, Wardrobe, Washstand

and Dressing Table, Toilet Crockery,

&c., &c., &c.

And

One Victor Gramophone.

On view from morning of sale.

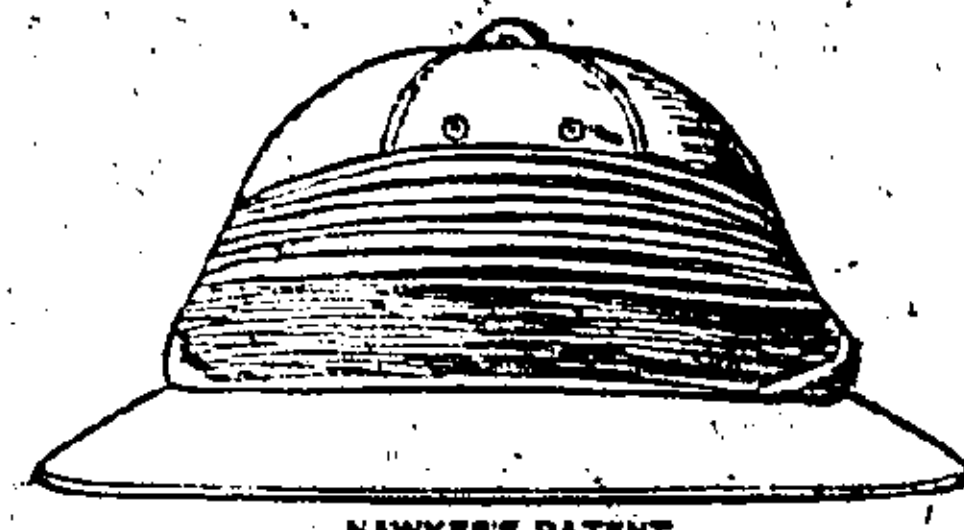
Catalogues will be issued.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, April 21, 1920.

NOTICES.

LANE, CRAWFORD & CO.
THE HOUSE FOR HATS.HAWKES' FAMOUS CORK
SUN HATS.

The Special Feature of this HAT is this Cushion fitting which conforms to any Shape head. Finished with Leather Binding.

neat Faggaree and Chin Strap.
Smart Shape and Absolutely Water Proof.
Stocked in No. 1 & No. 2, Quality.

Price - - - \$9.00 & \$11.00 Each

Tress & Co.'s Light Weight Cork Hat

Extremely Light and Fashionable Shape with Perfect Positive Ventilator which combines both Comfort and Ease.

\$7.50 EACH

COLUMBIA

New Records Received.

A6054	(Good Morning Mr. Zip-Zip, A Little Bit Of Sunshine)	Fox Trot, Foxtrot
A5851	(Pretty Baby, Walkin' The Dog)	One Stop, Fox Trot, Princess
A2387	(Waterson, Over There, Smiles)	One Stop, Fox Trot, Fullers No. Orchestra
A2578	(Missouri)	Waltz, Fullers Novelty

THE ANDERSON MUSIC CO., LTD.

16, DES VEAUX ROAD CENTRAL. TEL. 123

NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Vaux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE.

Phone 2499.

Hongkong, April 21, 1920.

GENUINE CREME SIMON AND
POUDRE SIMON

STOCKS OF THESE FAMOUS FACIAL PREPARATIONS JUST RECEIVED FROM FRANCE

COLONIAL DISPENSARY

14, Queen's Road Central Telephone No. 187

TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.

TANSAN is a DELICIOUS DRINK.

TANSAN is ABSOLUTELY PURE.

TANSAN is an AID TO DIGESTION.

TANSAN does NOT LOWER THE SYSTEM.

TANSAN is a PICK ME UP.

TANSAN has NO EQUAL.

TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE.

Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Water"

TANSAN

Beware of spurious imitations which are unpalatable and dangerous.

See that the label bears the name of

J. CLIFFORD WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East.

Awarded Gold Medal at Anglo-Japanese Exhibition.

SOLE AGENTS:—

GANDE, PRICE & COMPANY, Ltd.

Tel. No. 123. 6, QUEEN'S ROAD, CENTRAL.

A BIG ATTRACTION

TO-NIGHT At The

HONGKONG THEATRE

MAE MARSH

IN

"THE LITTLE LI

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS:—
To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 6 p.m.)

Police permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing on or about Middle May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

via Singapore, Penang, Colombo, Aden, and Port Said.

S.S. "INNSBRUCK"

Sailing on or about April 27th.

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA"

Sailing on or about 28th April.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL & S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "SAMARANG MARU"

Sailing on or about 25th April.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN

PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES

For Freight or Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HAYANA MARU—Tuesday, 4th May.

HAYRE MARU—Tuesday, 8th June.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU—Friday, 28th May.

SEATTLE MARU—Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via S. pore.

LUZON MARU—Beginning of May.

SIAM MARU—Middle of May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

SHISEN MARU—Sunday, 2nd May.

SYDNEY, & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUBI MARU—Monday, 10th May.

YOKOHAMA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU (Call Shanghai)—Saturday, 22nd May.

CHICAGO MARU—Saturday, 5th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMARUSA MARU—Sunday, 25th April.

TAKAO via SWATOW and AMOY.

BOHRU MARU—Thursday, 29th April.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager. No. 1, Queen's Building.

Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS.

"HWAH TING"—Sailing on or about 17th April.

"VICTORIA"—Sailing on or about 5th May.

(Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.,

Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL
SHANGHAI ... SUNDAY ... April 22, at Noon.
CHONGKING ... MONDAY ... April 23, at 4 p.m.
SHANGHAI & TIENTSIN ... TUESDAY ... April 24, at 4 p.m.
SWATOW & BANGKOK ... WEDNESDAY ... April 25, at 10 a.m.
AMOY, SHANGHAI AND PUKEW ... THURSDAY ... April 27, at 4 p.m.
SHANGHAI ... FRIDAY ... April 29, at Noon.
MANILA, CEBU & DAVAO ... SATURDAY ... May 4, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation and ships. Electric Light and Fan in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"EDMORE" ... About April 30th.
"WEST HARTLAND" ... About May 10th.
"ICOMIUM" ... About May 25th.
"CROSBY" ... About June 2nd.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"COAKET" ... About April 25th.
"WABAN" ... About May 10th.
"MONTAGUE" ... About June 10th.
"ABERCOSS" ... About June 25th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

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Telephones 2477 & 2478.

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FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "DRYDEN"

About MAY 10th.

Via PANAMA.

S.S. "RADNOR"

About MAY 10th.

Via PANAMA.

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LOS ANGELES PACIFIC NAVIGATION COMPANY.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOZ INWARDS ... ABOUT ... SAILING FOR LOS ANGELES ... ABOUT
S.S. VINITA ... May 1st ... S.S. VINITA ... May 17.
S.S. WEST NIVARIA June 1st ... S.S. WEST NIVARIA June 17.
S.S. WEST MONTOP July 1st ... S.S. WEST MONTOP July 17.

Through Bills of Lading to all U.S. and Canadian overland points; no transshipment en route.

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Hongkong Office—Princes' Buildings, Charter Road.

CHAS. E. RICHARDSON,

Telephone No. 1062.

General Agent for South China.

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SAN FRANCISCO LINE.

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FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers
KOREA MARU ... 20,000 ... Leave Hongkong 3rd May.
TOYO MARU ... 22,000 ... 27th May.
SHIBUKAWA MARU ... 22,000 ... 12th June.
SHIMIZU MARU ... 22,000 ... 27th June.
*PERIA MARU ... 9,000 ... 5th July.
From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA,

CALLAO, ABICO and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers
RINYO MARU ... 14,000 ... Leave Hongkong May 7th.
KINYO MARU ... 14,000 ... May 21st.
ANTO MARU ... 14,000 ... July 12th.
Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers
CHOYO MARU ... Leaves Hongkong April or May.

For all information as to rates, freight space, sailings, etc. apply to—

Y. TSUTSUMI, 1st Floor, Ring Building.

SHIPPING

CP OS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

STEAMERS	FROM HONGKONG	TO VANCOUVER
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 18
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 31	Nov. 8
Monteagle	Oct. 28	Nov. 19
Empress of Japan	Nov. 9	Nov. 30

Passage Fare Hongkong to United Kingdom.

Express of Russia ... Gold 8,000 Tons Reg. Gold

Express of Japan ... \$553.00 Montreal Reg. \$485.00

Express of Asia ... 6,185 Tons Reg.

Passage and military subject to change without notice.

For Fare and other information please apply to

HONGKONG OFFICE.

Telephone 725. Cable address: GACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,800 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" June 2nd 1920. "NILE" May 15th 1920. "CHINA" May 15th 1920.

AN UNPARALLELED HIGH CLASS

PASSENGER SERVICE.

C. R. RITTER, Freight and Passenger Agent.

Princes' Buildings, Lee House Street. Tel. 1854.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Saloons and Cabins. Excellent Cuisine.

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AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP
MOBILTA ... Capt. Ed. Walker ... FRIDAY ... 23rd April, at 1 p.m.
HAIHONG ... Capt. W. O. Farnsworth ... TUESDAY ... 27th April, at 1 p.m.
HAIHONG ... Capt. A. H. Stewart ... FRIDAY ... 30th April, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

S.S. "LUCERIO" ... April 29.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON AND ROTTERDAM ... "KAZEMBE" ... 20th May.

Subject to change without notice.

Or to REISS & Co. Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF COLOMBO" ... via Suva ... 18th May.

"EURYMACHER" ... via Panama ... 2nd June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE, THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REISS & CO., CANTON.

THE NATION'S PHYSIQUE.

Ten per cent. of the men in Great Britain under 40 were found of such miserable physique as to be totally and permanently unfit for any form of military service. That is the most striking fact to be discovered in the report of Sir James Galloway on the results of the medical examinations held under the Compulsory Service Acts. When we remember that the standard of unfitness became very high, that men of deplorable health were officially supposed to be fit for some sort of service, and that the War Office policy in recruiting was stated to be based upon the principle that any man who could earn a living in civil life could be of use in the Army, the significance of these figures becomes grim. Ten per cent. of our manhood totally unfit means that one man in ten is something worse than a weakling, a physical wreck. But there are some reasons for supposing that these figures are, in fact, a slander on the nation. They are based on the medical examinations held between Nov. 1, 1917, and Oct. 31, 1918, that is, during the period when the Ministry of National Service was sweeping the last remnants of available manhood into the Army. Before November, 1917, millions of young men had already put on khaki, and their excellent physique is not represented in these figures. Moreover, of those who remained in civil life, the men in certain occupations, such as mining, to which the retention of a large number of able-bodied workers was essential, were not all examined. Only a section came before the medical boards. On the other hand, the sedentary trades, the natural refuge of weaker men, were called upon to send every man. Finally, the figures of 250,000 totally unfit represent not individuals but medical examinations. As we know, men rejected were called up before the boards again, and again, so that one hapless case may count for several, while of the men passed into the higher categories a very large number went straight to the Army and so make but their one appearance in the records. It is therefore clear that the figures which show 10 per cent. of totally unfit are misleading, and almost equally misleading is the presentation of 31 per cent. as of a low degree of fitness. If all the men of military age now in the country were examined, we should, after all the rav

SHIPPING

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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
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INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"NORE"	6,700	6th May	MASSILLON LONDON & A'Werp.

BRITISH INDIA-APCAR SAILINGS (South)

"GREGORY APCAR"	4,600	26th April	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	1st May	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	18th May	

SAILINGS TO SHANGHAI & JAPAN

"MUTTRA"	4,700	2nd April	Shanghai and Kobe.
"NOVARA"	7,000	26th April	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1. Calls at Manila.
2. Calls at Antwerp.
3. Tickets interchangeable.
4. Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passengers not more than 24 ft. x 3 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Godwin and Douglas at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after 11 a.m. on the day of arrival.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
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29, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Sunday, 2nd May, at 11 a.m.
TOYOHASHI MARU (Calling Manila) ... Wednesday, 6th May, at 11 a.m.
KASHIMA MARU (Calling Manila) ... Saturday, 22nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Sunday, 25th April, at Noon.
TAMBA MARU ... Friday, 30th April, at Noon.
MISHIMA MARU ... Friday, 14th May, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore,
Colombo, Suez and Port Said.

TOYOOKA MARU ... Thursday, 27th May.

LIVERPOOL & MARSEILLES via Singapore, Colombo,
Suez and Port Said.

WAKASA MARU (Calling Genoa) ... Monday, 3rd May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 30th April, at 11 a.m.
ABI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murotsu,
San Francisco, Panama & Colon.

TSUYAMA MARU ... Wednesday, 22nd April.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KIMI MARU (omitting Colombo) ... Wednesday, 28th April.

TENSHIN MARU ... Monday, 10th May.

CALCUTTA & RANGOON via Singapore & Penang.

YAMAGATA MARU ... Sunday, 2nd May.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 2nd May, at 11 a.m.
NIKKO MARU ... Saturday, 16th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

KITAKO MARU ... Tuesday, 27th April, at 11 a.m.
TENSHO MARU ... Friday, 30th April.
TOYOMI MARU ... Tuesday, 4th May.
YETOROFU MARU ... Tuesday, 4th May.

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 593 & 595.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR PASSENGER SERVICE TO	TO BE DEPARTED
San Francisco via Shanghai & Japan.	Korea Maru	Toyo Kisen Kaisha	On 3rd May.
San Francisco via Shanghai, Japan &c.	Sanjo Maru	Toyo Kisen Kaisha	On 27th May.
San Francisco via Shanghai, Japan &c.	Yapenta	Pacific Mail S.S. Co.	On 19th May.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 21st April.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 19th May.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 19th May.
Seattle, Tacoma, Victoria & Vancouver.	Empress of Russia	Canadian O.S. Ltd.	On 20th April.
Victoria, Vancouver, Seattle & Tacoma.	Empress of Japan	Canadian O.S. Ltd.	On 22nd May, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ltd.	On 24th May.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ltd.	On 26th May.
New York via Suez.	Imperial	Imperial Line	About 28th April.
Australian Ports via Japan.	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 30th April, at 11 a.m.
Australian Ports via Japan.	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 7th May.
New York via Panama and Havanna.	Imperial	Imperial Line	About 28th April.
Portland.	Imperial	Imperial Line	About 28th April.
New York via Panama.	Imperial	Imperial Line	Beginning of May.
Shanghai and Kobe.	Imperial	Imperial Line	On 22nd May, at 11 a.m.
Shanghai and Kobe.	Imperial	Imperial Line	On 24th May.
Amoy, Shanghai & Fookow.	Imperial	Imperial Line	On 26th May.
Calcutta via Straits & Rangoon.	Imperial	Imperial Line	On 28th May.
Singapore, Penang & Belawan-Deli.	Imperial	Imperial Line	On 30th May.
Keelung via Swatow and Amoy.	Imperial	Imperial Line	On 1st June.
Saigon, Bangkok & Singapore.	Imperial	Imperial Line	On 3rd June.
Singapore, Amoy & Fookow.	Imperial	Imperial Line	On 5th June.
Bombay and Rotterdam.	Imperial	Imperial Line	On 7th June.
Bombay & Colombo.	Imperial	Imperial Line	On 9th June.
London and Antwerp.	Imperial	Imperial Line	On 11th June.
London via Suez, Panag & C'bo &c.	Imperial	Imperial Line	On 13th June.
Mauritius, Diego Bay, Durban.	Imperial	Imperial Line	On 15th June.
Marseilles, London & Antwerp.	Imperial	Imperial Line	On 17th June.
Takao via Swatow and Amoy.	Imperial	Imperial Line	On 19th June.

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OF THE
JAVA-CHINA-JAPAN LIJN

Next sailing for SAN FRANCISCO

The steamers are all fitted throughout with electric light and have
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All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points to the
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For Particulars of Freight and Passage apply to the
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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
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Estimates furnished on application.

Hongkong, April 1, 1912.

FARES FOR PUBLIC
VEHICLES.

CHAIRS.

I.—In Victoria, with two Bearers.

Quarter hour, 10 cents.

Half hour, 20 "

One hour, 30 "

Two hours, 50 "

Three hours, 70 "

Six hours, 1.00 "

Day (6 a.m. to 6 p.m.), 1.50 "

If the trip is extended beyond Victoria,
half fare extra.Between the hours of 8 p.m. and 6
a.m. the above fares shall be increased
by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, 1.00 "

Three hours, 1.50 "

Six hours, 2.00 "

Day (6 a.m. to 6 p.m.), 2.50 "

III.—In the Hill District.

With 2 Bearers. With 4 Bearers.

Quarter hour, \$0.15 \$0.20

Half hour, 0.30 0.40

One hour, 0.50 0.60

Two hours, 0.80 1.00

Three hours, 1.00 1.20

Six hours, 1.50 2.00

Day (6 a.m. to 6 p.m.), 2.00 2.50

IV.—To 4th mile.

single, 75 cents. 1 hour.

return, \$1.00. 2 hours.

Beyond 4th to 8th mile.

single, \$1.20. 1 hour.

return, \$1.50. 2 hours.

Beyond 8th to 11th mile.

single, \$1.50. 1 hour.

return, \$2.00. 2 hours.

Beyond 11th to 14th mile.

single, \$2.00. 1 hour.

return, \$2.50. 2 hours.

Beyond 14th to 17th mile.

single, \$2.50. 1 hour.

return, \$3.00. 2 hours.

Beyond 17th to 20th mile.

single, \$3.00. 1 hour.

return, \$3.50. 2 hours.

Beyond 20th to 23rd mile.

single, \$3.50. 1 hour.

return, \$4.00. 2 hours.

Beyond 23rd to 26th mile.

single, \$4.00. 1 hour.

return, \$4.50. 2 hours.

Beyond 26th to 29th mile.

single, \$4.50. 1 hour.

return, \$5.00. 2 hours.

Beyond 29th to 32nd mile.

single, \$5.00. 1 hour.

return, \$5.50. 2 hours.

Beyond 32nd to 35th mile.

single, \$5.50. 1 hour.

return, \$6.00. 2 hours.

Beyond 35th to 38th mile.

single, \$6.00. 1 hour.

return, \$6.50. 2 hours.

Beyond 38th to 41st mile.

single, \$6.50. 1 hour.

return, \$7.00. 2 hours.

Beyond 41st to 44th mile.

single, \$7.00. 1 hour.

return, \$7.50. 2 hours.

Beyond 44th to 47th mile.

single, \$7.50. 1 hour.

return, \$8.00. 2 hours.

Beyond 47th to 50th mile.

single, \$8.00. 1 hour.

return, \$8.50. 2 hours.

Beyond 50th to 53rd mile.

single, \$8.50. 1 hour.

return, \$9.00. 2 hours.

Beyond 53rd to 56th mile.

single, \$9.00. 1 hour.

return, \$9.50. 2 hours.

Beyond 56th to 59th mile.

single, \$9.50. 1 hour.

return, \$10.00. 2 hours.

Beyond 59th to 62nd mile.

single, \$10.00. 1 hour.

return, \$10.50. 2 hours.

Beyond 62nd to 65th mile.

single, \$10.50. 1 hour.

return, \$11.00. 2 hours.

Beyond 65th to 68th mile.

single, \$11.00. 1 hour.

return, \$11.50. 2 hours.

Beyond 68th to 71st mile.

single, \$11.50. 1 hour.

return, \$12.00. 2 hours.

Beyond 71st to 74th mile.

single, \$12.00. 1 hour.

return, \$12.50. 2 hours.

Beyond 74th to 77th mile.

single, \$12.50. 1 hour.

return, \$13.00. 2 hours.

Beyond 77th to 80th mile.

single, \$13.00. 1 hour.

return, \$13.50. 2 hours.

Beyond 80th to 83rd mile.

single, \$13.50. 1 hour.

return, \$14.00. 2 hours.

Beyond 83rd to 86th mile.

single, \$14.00. 1 hour.

return, \$14.50. 2 hours.

Beyond 86th to 89th mile.

single, \$14.50. 1 hour.

return, \$15.00. 2 hours.

Beyond 89th to 92nd mile.

single, \$15.00. 1 hour.

return, \$15.50. 2 hours.

Beyond 92nd to 95th mile.

single, \$15.50. 1 hour.

return, \$16.00. 2 hours.

Beyond 95th to 98th mile.

single, \$16.00. 1 hour.

return, \$16.50. 2 hours.

Beyond 98th to 101st mile.

single, \$16.50. 1 hour.

return, \$17.00. 2 hours.

Beyond 101st to 104th mile.

single, \$17.00. 1 hour.

return, \$17.50. 2 hours.

Beyond 104th to 107th mile.

single, \$17.50. 1 hour.

return, \$18.00. 2 hours.

Beyond 107th to 110th mile.

single, \$18.00. 1 hour.

return, \$18.50. 2 hours.

Beyond 110th to 113th mile.

single, \$18.50. 1 hour.

return, \$19.00. 2 hours.

Beyond 113th to 116th mile.

single, \$19.00. 1 hour.

return, \$19.50. 2 hours.

Beyond 116th to 119th mile.

single, \$19.50. 1 hour.

return, \$20.00. 2 hours.

Beyond 119th to 122th mile.

single, \$20.00. 1 hour.

return, \$20.50. 2 hours.

ST. SOPHIA.

WHAT WILL IT BECOME.

Some years ago, in company with a few highly favoured individuals, I was standing in one of the upper galleries of what is, perhaps, the world's most famous church. It was the Night of Power which closes the great Mohammedan Fast of the months of Ramadan. Its observance is carried out with an almost fanatical punctiliousness, for during the twenty-six preceding days not one morsel of food may pass the lips of any faithful believer from early dawn till midnight.

The upper galleries of St. Sophia were lighted, galleries, columns, and arcades, all of them picked out by thousands of tiny oil lamps. Down below the whole thing was dim, mysterious darkness. Only with difficulty could I realise the presence of thousands and thousands of men on the floor space as they rose and knelt and touched the ground with their foreheads and rose again. Just where the golden altar used to stand in happier days was a single candle, and to have been one of the Christian treasures of St. Sophia. (When that candle has burnt its life out the great church will become a Christian, according to the popular Greek tradition. Beside the candle stood the Imam, his hand placed upon his sword, and, one by one, did he utter his series of proclamations of the Night of Islam.)

What will this year of grace one thousand nine hundred and twenty bring forth? Will the Christian Easter be kept within the walls of St. Sophia this coming April as in the olden days, or will the Mohammedan Night of Power, with all that it connotes, of ruthless militarism, be celebrated once more when next August comes round?

ONE OF THE WORLD'S WONDERS. For more than nine centuries was St. Sophia a Christian Church. It is no exaggeration to style it one of the wonders of the world. Architecturally it stands without a rival. Anthemius, the genius who designed it, virtually succeeded in achieving the impossible when he placed his stupendous dome upon the four walls of the old building which had been destroyed a few years previously. The church, which was dedicated to the Eternal Wisdom, must combine, so he averred, the two figures of the Circle and the Square. Mark well the fact, as you see St. Sophia rising above the Golden Horn wrapped round with the mists of evening, that here is a true dome, unlike those of our own St. Paul's or St. Peter's at Rome. These are in reality preposterous frauds, being nothing more than brick funnels with a sham dome outside and another, very much smaller, within.

But, glorious though the architecture and the countless decorations of St. Sophia may be, they fade away, as it were, almost into nothingness as compared with the unique associations which have come to cluster round this "the Metropolis of Eastern Christianity" as the historian Gibbon styled it. Every joy and sorrow, every glory and disaster of the famous Empire which lasted for well over eleven hundred years are bound up with it. Prayer and psalm, thanksgiving and intercessions never ceased beneath its dome. Hither came the Emperors to be crowned. Within its walls were held more than one of the great Councils of Christendom. From their throne beneath its dome the Eastern Patriarchs ruled from Russia to Egypt, from the Adriatic to the Caucasus. It watched the West sing beneath a sea of barbarism, and after hundreds of years slowly rise again into civilisation. The claims of the Vatican and the Church of St. Peter at Rome seem a very small thing indeed when contrasted with those of St. Sophia.

EXCHANGE.

Hongkong, April 21, 1933.	
On London—	4-9
Bank, Wire	4-9 1/2
On demand	4-9 1/2
30 days sight	4-9 1/2
4 months sight	4-9 1/2
Credit, 4 months sight	4-11 1/2
Documentary 4 months sight	4-11 1/2
On Paris—	
On demand	1620
Credit, 4 months sight	1620
On New York—	
On demand	84 1/2
Credit, 30 days sight	84 1/2
On Bombay—	
On demand	206 1/2
Wire	206 1/2
On Calcutta—	
On demand	290 1/2
On Singapore—	
On demand	206 1/2
On Manila—	
On demand	193
On Shanghai—	
On demand	nom.
30 days sight (private paper)	nom.
On Yokohama—	
On demand	192
Gold Bull, 100 fine (per ton)	28.80
8 percent (Bank's buying rate)	4.15 n.
8 percent (our)	63 1/2

MISCELLANEOUS.

Hongkong to cents sub.	2 dis.
On demand	10 dis.
Chinese coins	1/10 dis.
Bar Silver in Hongkong	14 1/2 pm.
Chinese Copper Cash	5 1/2 pm.
Chinese Silver Interest	7 1/2 p.a.
Chinese Sub. Coin	3 1/2 p.a.
Hongkong Sub. Coin	1 1/2 p.a.

HONGKONG STOCK EXCHANGE.

HONGKONG, 21st APRIL, 1933.
OFFICIAL QUOTATIONS.
11 A.M.

BANKS	
Sterling Exchange 4/8 T. T.	8000 s.
Hongkong Bank	8000 s.
Bank of China	8000 s.
North China Insurance	120 n.
Union Insurance	130 n.
Yangtze Insurance	830 n.
Far Eastern	18 n.
FIRE INSURANCE	
China Fire Insurance	813 n.
Hongkong Fire Insurance	830 n.
SHEPHERD	
Doglass	80 b.
H. K. Steamboats	827 b.
Indo-China (Prof.)	80 n.
Do. (Def.)	4210 b. Lion Register.
Shell Transport	210 s.
Star Ferries	80 b.
REVENUE	
China Sugar	186 b. 134 1/2 s.
Malayan Sugar	841 n.
MINING	
Kailan Mining Adm.	130 s.
Lungtung	17 b.
Shanghai Loans	17 b.
Shai Explorations	100 n.
Public	26 1/2 s.
Ural Caspian	30 1/2 s.
DOCKS, WHARVES, GODOWNS, &c.	
H. & K. Wharves	84 b. 84 1/4 s.
W. Docks	154 b. 155 s.
Shai Docks	128 n.
New Engineering	27 1/2 n.
LANDS, HOTELS & BUILDINGS	
Central Estates	8107 n.
Hongkong Hotels	120 b.
Hongkong Land	104 b.
Humphreys	80 b. 61 1/2 s.
Kowloon Land	80 n.
Land Reclamations	133 n.
West Point	88 n.
COTTON MILLS	
Ewo Cottons	675 b.
Kung Yick	48 n.
Leau Nung Mow	310 n.
Shanghai Cotton	350 s.
Yangtzeopos	46 b. 46 s.
MISCELLANEOUS	
Cement	86.40 b.
China-Borneo	80 b.
China Light Oil	87 1/2 s.
China Portland	74 1/2 s.
Dairy Farms	824 b.
F. K. Electric	85 n.
Macao D.	834 n.
Hongkong Rope	425 s.
Hongkong Tramways	810 b.
Peak Tramways (Op.)	84 1/2 b.
Do. (New)	80.80 n.
Steam Laundries	84 b.
H. S. Steel Foundry	810 n.
Water-Boats	813 b.
Watsons	86.80 s.
Wm. Foralls	813 b.
Wiseman's	827 1/2 b.

"WALLA-WALLS" double-cross the harbour, but never double-cross you. Phone No. 3516.

BANKS.

ASIA BANKING CORPORATION

HONGKONG.

TAKE ADVANTAGE of the High Rates of Exchange and open an interest bearing Gold Dollar or Sterling Account. Withdrawals may be made from such accounts in Local Currency if desired.

Certificates of Deposit issued in Gold Dollars, Sterling and Local Currency.

Letters of Credit issued.

We issue American Bankers' Association and Guaranty Trust Company of New York Travellers' Checks, payable throughout the World.

HEAD OFFICE:

NEW YORK.

Other Offices in the East:

SHANGHAI PEKING TIENTSIN HANKOW MANILA CANTON CHANGSHA

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexandra Buildings, Charter Road.
General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.
DONG TOY, Chief Manager.
Hongkong, January 2, 1930.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: Des Voeux Road, Central.
Branches: Bank of China, Canton, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, etc.
Domestic and Foreign Banking.
Service Prompt.
Current, Savings, and Fixed Deposits.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
Inquiry on our SPECIAL SERVICE will be welcomed.
J. UANG LY, Manager.
Hongkong, July 7, 1929.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up—\$1,250,000.)
Loans on Mortgage of House Property, etc.
Loans on Mortgage of Land, etc.
Loans on Mortgage of Stocks, Bonds, etc.
Loans on Mortgage of Goods, etc.
Loans on Mortgage of Bills, etc.
Loans on Mortgage of Other Securities, etc.
Loans on Mortgage of Other Property, etc.
Loans on Mortgage of Other Assets, etc.
Loans on Mortgage of Other Interests, etc.
Loans on Mortgage of Other Rights, etc.
Loans on Mortgage of Other Powers, etc.
Loans on Mortgage of Other Privileges, etc.
Loans on Mortgage of Other Benefits, etc.
Loans on Mortgage of Other Advantages, etc.
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SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. TEUCER, due here Apr. 22 from Europe, and sail for Yokohama via Tsingtao, Nagasaki, Moji and Kobe, Apr. 24.

The s.s. PRIMA, due here April 23rd from Europe, and sail for Delat via Shanghai, Chioo and Taku April 24.

The s.s. LAERTES, due here Apr. 28 from Europe and sail for Shanghai Apr. 29.

The s.s. EURYADES, due here May 1st from Europe and sail for Japan via Tsingtao May 2.

The s.s. TYDEUS, due here May 1st from Europe and sail for Japan via Shanghai May 2.

The s.s. IDOMENUS, due here May 12th, and sail for Shanghai May 13.

The s.s. TEIRANIAS, due here May 16th, and sail for Shanghai May 17.

The s.s. TALITHYBIUS, due here May 25th, and sail for Japan, May 26.

The s.s. HELIXUS, due here May 27th, and sail for Japan via Shanghai, May 28.

The s.s. AGAPENOR, due here May 31st, and sail for Japan, June 1.

The s.s. PAE LING, due here June 9th, and sail for Japan, June 10.

The s.s. DEUCALION, due here June 12th, and sail for Shanghai, June 13.

FROM AMERICA.

The s.s. VENEZUELA, left San Francisco Apr. 3, and is due here via Honolulu, Japan, Shanghai and Manila, May 12.

The s.s. ECUADOR, leaves San Francisco May 1st and is due here via Honolulu, Japan, Shanghai and Manila, June 9.

The s.s. IXION, leaves Seattle June 14th and is due here via Yokohama, Kobe, and Manila, July 19.

The s.s. PROTOSILAUS, left Seattle July 3rd, and is due here via Yokohama, Kobe and Manila August 7.

The s.s. TYNDARUS, leaves Seattle Aug. 4th, and is due here via Yokohama, Kobe and Manila, Sept. 8.

FROM MANILA.

The s.s. PROTOSILAUS, leaves Manila May 7 and is due here May 9.

The s.s. TYNDARUS, leaves Manila June 11th and is due here June 13th and leaves for Seattle via Kobe and Yokohama, June 21.

The s.s. IXION, leaves Manila July 17th and is due here July 19th, sailing for Seattle via Kobe and Yokohama, July 23.

FROM JAPAN.

The s.s. ST. ALBANS, leaves Kobe Apr. 20 and is due here via Moji Apr. 23.

The s.s. NORI, leaves Yokohama Apr. 14 and is due here via Kobe, Moji and Shanghai Apr. 26.

The s.s. PELEUS, leaves Yokohama Apr. 16 and is due here via Shanghai Apr. 23, sailing for Liverpool via Singapore Apr. 23.

The s.s. AJAX, leaves Yokohama April 12th, due here via Kobe and Shanghai, April 24th, and sail for Liverpool via Manila, Singapore, Genoa and Marseilles April 29.

The s.s. NELEUS, leaves Yokohama May 2nd, and is due here via Kobe and Shanghai, June 7th, and sail for London, Amsterdam and Hamburg, via Singapore, May 6.

The s.s. KREYUN, leaves Yokohama Apr. 24 and is due here via Kobe and Shanghai May 10.

The s.s. SIENOR, leaves Yokohama Apr. 24 and is due here via Kobe and Shanghai May 10th, and sail for London, Amsterdam and Hamburg, via Singapore, May 11.

The s.s. RHESUS, leaves Yokohama Apr. 24 and is due here via Kobe and Shanghai May 10, sailing for London May 11.

The s.s. TELEMACHUS, leaves Yokohama May 8 and is due here via Kobe and Shanghai May 23.

The s.s. TALITHYBIUS, leaves Yokohama June 15th, due here via Kobe and Shanghai, June 28th and sail for Liverpool via Manila, Singapore, Genoa and Marseilles, June 29.

ARRIVALS.

April 22.

The s.s. NANCY MOLLER, Brit., 686 tons, from Wuhu, Capt. Sangster, Moller & Co., B.L.

The s.s. BENCLUECH, Brit., 1,676 tons, from Singapore, Capt. J. H. Mason, G.L. & Co., Kowloon.

The s.s. KASHIMA MARU, Jap., 1,473 tons, from Chiu Wan Tao, Capt. Sakaguchi, Doi & Co., B.L.

The s.s. HOPSANG, Brit., 1,359 tons, from Hongkong, Capt. Ferguson, J. M. & Co., B.L.

The s.s. TITAN, Brit., 5,730 tons, from Vladivostok, Capt. Yardwood, B. & S. A.

The s.s. IJION, Brit., 3,520 tons, from Kobe, Capt. E. Inkster, B. & S. A.

CLEARANCES.

April 22.

The s.s. NANCY MOLLER, (Brit.), cleared to-day and will sail for Canton at 8 a.m. to-morrow.

The s.s. SOSHU MARU, (Jap.), cleared to-day and will sail for Takao via Amoy via Swatow at 10 a.m. to-morrow.

The s.s. HWAHEUNG, (Chi.), cleared to-day and will sail for Saigon at 7 a.m. to-morrow.

The s.s. TITAN, (Brit.), cleared to-day and will sail for Liverpool via Singapore and Fort at 6 a.m. to-morrow.

DEPARTURES.

April 22.

The s.s. LAKE FARMINGDALE, (Amer.), Capt. F. Diaz, Agents P. M. S. S. Co., left for Madras via Saigon and Straits to-day.

The s.s. AHSANG, (Brit.), Capt. Ritchie, Agents J. M. & Co., left for Haiphong via Hothow to-day.

The s.s. DRUPAR, (Norw.), Capt. Olsen, Agents Thorsen & Co., left for Wuhu to-day.

The s.s. LUMBIA, (Amer.), Capt. Brock, Agents P. M. S. S. Co., left for San Francisco via Shanghai to-day.

TRADE MARK CASE WITHDRAWN.

At the Magistracy, before Mr. R. O. Hutchison, yesterday afternoon, Mr. H. L. Denny mentioned the case in which Messrs. W. R. Loxley & Co., sued the Wah Loong firm for infringing their "star" trade mark, in connection with some cotton piece goods sold by the defendant firm. Counsel asked for permission to withdraw the summons, explaining that the defendants have undertaken to make a suitable apology in the Chinese newspapers, to destroy all the labels in their possession, and not to use them in future. The defendants have also paid the costs of the action. His Worship agreed, and the summons was dismissed.

DILWARA SAILS FOR INDIA.

The s.s. Dilwara, 5,400 tons, of the Peninsular and Oriental Line, left yesterday at noon bound for Bombay via Singapore and Colombo. At the office of Messrs. Mackinnon Mackenzie & Co., the Hongkong Agents, it was reported that the ship is fully booked with first class and second class passengers.

The following Hongkong passengers left on the Dilwara:

Mr. V. Lourenco, Mr. and Mrs. Mohr and 4 children, Mr. P. Pahlajrai, Mr. J. L. Noronha, Lieut. P. A. Clanson, Mr. V. T. Smith, Mr. Kar, Mr. J. Fitzgerald, Corp. J. E. Woodfield, Corp. H. Theobald, Private W. E. Cox, Private E. C. Cook, Private J. Moir, Private Wardale, Private C. E. Vincent, Private J. Newell, Private J. Robertson, Mr. D. Aldas, Corp. J. Simmons, Capt. and Mrs. D. C. Sydney-Smith, Private A. Vickers, Private J. Sahay, Mr. Paul, Miss W. I. Propper, Mr. and Mrs. Nicholson, Miss Nicholson, Mr. A. Wilson, Mr. D. Balchand, Mr. J. W. Baldwin, Mr. and Mrs. Seedorf, Mr. and Mrs. S. M. M. J. Shealy, Mr. B. Henderson, Mr. and Mrs. C. Lowry.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.30 p.m. Every 10 minutes.

12.30 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.50 p.m., 9.00 p.m., 9.20 p.m., 9.40 p.m. to 11.30 p.m. Every 30 minutes 11.45 p.m.

SATURDAYS.

EXTRA CAR—12 midnight.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.50 a.m. Every 10 minutes.

11.50 a.m. to 12 noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 15 minutes.

8.30 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

Corns Peel Off Painlessly

There is Only One Genuine Corn-Feeler—"Geta-It."

There's only one happy way to get rid of any corn or callus, and that is to use the "Geta-It" Corn-Feeler. It is the only corn remedy in the world that does it.



"2 drops of 'Geta-It'—Corn is doomed!" that way—effectively, thoroughly. Why get down on the floor, lie on your back, and have to labor with troublesome plasters, greasy ointments that rub off, sticky tape, and knives and scissors, when you can peel off your corn or callus in one complete piece, painlessly and surely, with this simple, easy "Geta-It"? you use 2 or 3 drops, and that is all. "Geta-It" does the real "get-it" of that corn-pain or sore, so that you can work and play without any further trouble. It's sure to "get-it" corn, never fails.

Back corn-remover, the only sure way, costs but a trifle at all chemists and stores. Get it by E. Lawrence & Co., Chicago, U.S.A.

Sole Distributors
MULLER-PHIPPS & HODGES, Ltd.
35 Cross Street, SHANGHAI

NOTICES.

MENTHOLATUM the BEST REMEDY



FOR SOLE IN THE HEAD WHEN APPLIED IN THE NOSTRILS.

OBTAINABLE FROM ALL CHEMISTS.

Tel. 1036.

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GARAGE ACCOMMODATION

FOR PRIVATE CAR OWNERS.

THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month.

CARS GARAGED at PRAYA EAST or WANCHAI - \$20 per month.

THESE PRICES INCLUDE CLEANING AND ORDINARY GARAGE DUTIES.

EXILE GARAGE

33 & 35, Des Voeux Road Central.

Tel. 1036.

HONGKONG.

Tel. 1036.

MAXIMS FOR MOTORISTS

AUTOMOBILE INSURANCE

does not prevent accidents, but it does prevent loss.

AUTOMOBILE INSURANCE

safeguards your capital.

AUTOMOBILE INSURANCE

is an act of fairness to other users of the road.

AUTOMOBILE INSURANCE

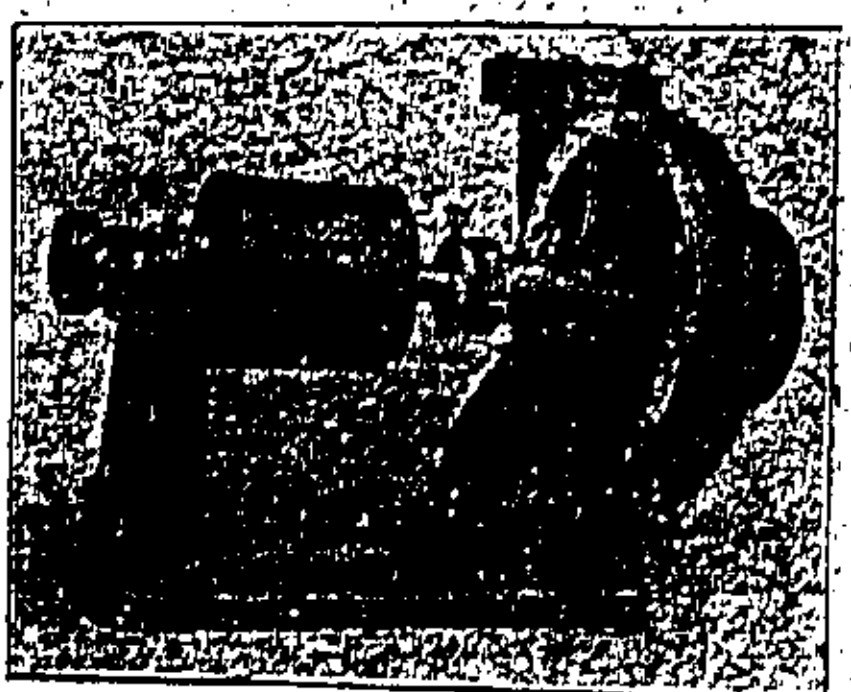
means less worry, less waste of time, and less expense.

THE MOTOR UNION, England's leading Company for Automobile Insurance, is extending to motorists across the seas the protection that has been so much appreciated at home. For details apply to the Agents:—

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Prince's Building. Telephone No. 587.

THE OPTICAL COMPANY.

51, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES, LENSES, etc.
OPTOMETRIST-IN-CHARGE—E. CHAN, OPT. D.
EYES TESTED FREE OF CHARGE.



Centrifugal Pumps to suit all purposes.

UNION ENGINEERING CO., LTD.

York Buildings, Chater Road.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 8 p.m. on the previous day.

INWARD MAILS.

WEDNESDAY, April 21.
Shanghai—Per TEAN.
THURSDAY, April 22.
Shanghai—Per KWEILIN.
SATURDAY, April 24.
U.S.A., Japan and Manila—Per SUWA MARU.
Shanghai and Japan—Per YOKOHAMA MARU.

MONDAY, April 26.
Straits—Per KITANO MARU.

OUTWARD MAILS.

WEDNESDAY, April 21.
Saigon—Per HWAHUNG, 6 p.m.
Fort Bayard, Hothow and Haiphong—Per SONG MA, 6 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and SUEZ via LIVERPOOL—Per TITAN, 6 p.m.
THURSDAY, April 22.
Swatow, Amoy and Formosa via Takao—Per SOSHU-MARU, 9 a.m.
Shanghai, North China—Per SUNKING, 1.00 p.m.
Japan via Yokohama—Per TUISALAK, Noon.

Straits, Bangkok, Calcutta and Aden—Per FOOSANG, 2 p.m.

Formosa, Takao—Per FUKI MARU, 5 p.m.

FRIDAY, April 23.
Swatow, Amoy and Fochow—Per MORIATA, Noon.

Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and SUEZ via SUEZ—Per RHESUS, Registration, 12.15 p.m. Letters 1.00 p.m.

The Parcel Mail will be closed on Thursday, 22nd April at 6 p.m.

Chefoo and Tientsin—Per RUICHOW, 2 p.m.

Philippine Islands—Per YUENSANG, 2 p.m.

SHANGHAI, April 24.
Shanghai and North China—Per TEAN, 3 p.m.

SUNDAY, April 25.
Swatow, Amoy and Formosa via Keelung—Per AMARUSA MARU, 9 a.m.

Saigon and Java Port Morsby via Batavia—Per TJILATJAP, 9 a.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per YOKOHAMA MARU, Registration 9 a.m. Letters 9 a.m.

TUESDAY, April 27.
HUA, 9 a.m.

Swatow and Bangkok—Per OHIN, 10 a.m.

Shanghai, North China and Japan via Kobe—Per KITANO MARU, 10 a.m.

Swatow, Amoy and Fochow—Per HAI, 10 a.m.

Amoy, Shanghai and North China—Per SHANTUNG, 3 p.m.

THURSDAY, April 28.
Shanghai and North China—Per SIN, KIANG, 11 a.m.

FRIDAY, April 30.
Philippine Islands, Australia and New Zealand via THURSDAY ISLAND—Per NIKKO MARU, Registration 9.45 a.m. Letters 9.30 a.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—Per TAMBA MARU, Registration 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy and Fochow—Per HAICING, 11 a.m.

SUNDAY, May 2.
Shanghai and North China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via VICTORIA, B.C.—Per SUWA MARU, Registration 9 a.m. Letters 8 a.m.

TUESDAY, May 4.
Philippine Islands—Per TAMING, 2 p.m.

MOVEMENTS OF STEAMERS.

The P. M. S. S. Co.'s s.s. Lake Fielding left Singapore on the 18th inst., and may be expected here on or about Thursday, April 23.

The P.M.S.S. Co.'s Montague arrived at Yokohama on April 18th and left there April 19 and is due at Vancouver on April 23.

The N.Y.K. s.s. Suwa Maru (Australian Line) left Kobe for this port via Manila on the 11th April and is expected here on the 24th April.

The American & Manchurian Line s.s. Kacemine left Singapore for Manila on the 18th April and may be expected here on the 25th inst.

The C.P.O.S. Co.'s s.s. Empress of Asia, arrived Yokohama on the 15th April, left there on the 17th April, and is due at Vancouver on the 28th April.

The N.Y.K. s.s. Kitano Maru (European Line) left London for this port via Suez on the 20th March and is expected here on the 28th April.

The N.Y.K. s.s. Tanaka Maru (Calcutta Line) left Calcutta for this port via Rangoon and Singapore, on the 8th April and is expected here on the 20th April.

The C.P.O.S. Co.'s s.s. Empress of Russia arrived at Yokohama on the 20th April left there 21st April is due at Kobe on the 22nd April and is due Hongkong 1st May daylight.

The N.Y.K. s.s. Totomaru (Bombay Line) left Bombay for this port direct on the 12th April and is expected here on the 3rd May.

The N.Y.K. s.s. Fetsuryu Maru (Calcutta Line) left Calcutta for this port via Pootung and Singapore on the 13th April and is expected here on the 3rd May.

The N.Y.K. s.s. Toyo Maru No. 2 (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 14th April and is expected here on the 5th May.

The N.Y.K. s.s. Inaba Maru (European Line) left London for this port via Suez on the 8th April and is expected here on the 18th May.

The N.Y.K. s.s. Empress of Japan (Liverpool Line) left Liverpool for this port via Suez on the 10th April and is expected here on the 22nd May.

ENTERTAINMENTS.

THE CORONET SUPER SEASON

TO-NIGHT at 5.15 & 9.15 p.m.

THE FOURTH BIG PROGRAMME.

Three first class attractions in one bill!

CHARLIE CHAPLIN

in his fourth Million Dollar Comedy

"A DAY'S PLEASURE"

MABEL NORMAND

in five delicious reels of Goldwyn Comedy

"UPSTAIRS"

— and —

PATHE'S BRITISH GAZETTE, No. 623

in which Carpentier shows how he administered the knockout blow to Beckett.

Plans for the entire week are now ready, so book your seats early and avoid disappointment.

THEATRE ROYAL

MONDAY, Evening April 26.

AN EVENT IN HONGKONG'S

THEATRICAL HISTORY.

Reynolds Denniston

PRESENTS

The Denniston Players

IN

"UP IN MABEL'S

ROOM"

MONDAY, April 26.



REYNOLDS DENNISTON

TUESDAY, 27th.—The after-the-war comedy of demobilization.

"CIVILIAN CLOTHES."

WEDNESDAY, 28th.—The vivid Vital Drama of Real Life

"THE THIRD DEGREE."

THURSDAY, 29th.—The greatest play produced during the last decade. The play that ran for 18 months in London under the title of "UNCLE SAM."

"FRIENDLY ENEMIES."

FRIDAY, 30th.—The most compelling play ever penned by the master-mind of the playwright.

"THE ACQUITTAL."

SATURDAY, 1st.—The Farce of Fares, one continual scream.

"NIGHTIE NIGHT."

The second week's programme will be announced in due course.

Box Plans now open at MOUTRIE, & Co. at 10 a.m.

PRICES - - - \$4, \$3 & \$1.

Telephone: No. 627.

The Curtain will rise each evening at 9.15 p.m. Sharp.

HONGKONG THEATRE.

TO-NIGHT! TO-NIGHT!

THE POPULAR DRAMATIC STAR

MAB MARSH

IN

"THE LITTLE LIAR."

AND THREE COMEDIES.

Tel. K207 or Tel. K3. 43, Haiphong Road, Kowloon.

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STUDEBAKER, CADDALAC, BUICK, OVERLAND & HUDSON.

Best Cars for Hire and for Sale at reasonable Rates.

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Printed and Published for the Proprietor by GEORGE WILLIAM CADBURN, Editor, No. 4, Wynham Street, Hongkong.